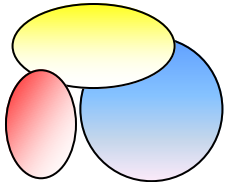




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# Bristol Wings



Newsletter of the LAA Bristol Wing

November 2012

## NEXT MEETING— FROM ARIZONA TO ALLIGATORS

At the next meeting wing member Graham Clark will give a presentation of his recent fabulous aerial journeys around Arizona in a Cessna 175, thanks to the generosity and hospitality of retired airline pilot Bernie Gross, and EAA Chapter 1217 of Thunderbird Field in Phoenix. Bernie and Graham made several flights in the Cessna radiating from Deer Valley Airport, taking in sites of geological (Meteor Crater), historical (Indian) and cultural (John Wayne) interest, plus of course a number of aircraft museums with eye-watering exhibits. The geology of Arizona is spectacular, and Graham had a camera.

The trip concluded with a visit to Sun 'N Fun in Florida, as described at the last meeting by Dave Hall, plus the fabulous Splash-In of amphibious aircraft on Lake Agnes near Polk City. And yes, Graham could not resist trying his hand on a J3Cub floatplane at Jack Brown's Seaplane Base: "Don't Feed the 'Gators!"



## LAST MEETING— Sun and Fun

Dave Hall gave us an account and photos of his visit to Sun 'n Fun 2012 at Lakeland Airport, Florida and surrounding events (some of them non-aeronautical). More manageably-sized than Oshkosh, it still had the same mix of homebuilts, warbirds, classic and modern aircraft, with trade stands and air displays (including a helicopter releasing fireworks at night!).



Dave showed the Sun 'n Fun equivalent of the LAA YES stand, including paper gliders - one of which was a short circular tube of paper, which Dave says flew quite well. That brings us to an extra puzzle picture this month - can anyone identify the tubular device shown here ?

### Inside this issue:

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## Where to go...

Free landing vouchers for **November 2012**

**Flyer:** , Castle Kennedy, Eaglescott, Fishburn, Sandown, Sutton Bank, White Waltham.

**Pilot:** .Bodmin, Cromer, Elstree, Old Sarum,

## Future Wing meetings

**December:** Annual Quiz— remember to bring nibbles.....

## CAA News

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

The link to the **online GASIL** Safety Leaflet as a PDF is available from the website by clicking on [this link](#) and the occurrences listing can be read [here](#)

There is a link [here](#) to a recent document published by the CAA on protecting a student pilot's investment in flying training fees. It should also interest amateur trainees who are attracted by discounts for advance payment, or deposits against accidental damage. (Here's the full link <http://www.caa.co.uk/docs/175/CPL%20training%20guide.pdf> just in case the above shortlink doesn't work). If you know of anyone who may be thinking of starting a commercial training course please pass on this link to them for their information.

How many of us has bothered, when taking flying training in a school aircraft, to read the small print?

## Picture Quiz

Last month's Picture Quiz sent in by Graham....

His clue *A bee, perhaps?* should have lead you to the answer:

**Kronfeld Drone.** It lives at Brooklands, in Surrey.

Correct submissions received from:

Pete White, Phil Mathews Trevor Wilcock and Edwin Shackleton.

Here's another aircraft sent to us by Graham for you to identify.

His clue this time: *"It's a cliff hanger"*



**.It's not that all pilots  
are good-looking.**

**It's just that good-  
looking people seem  
more capable of flying.**

## BRISTOL WING BOOK LIBRARY

*The books in the following list are available on request. Just call/text Alan George on 07968 347831 or email him at [alan.george@trussler.co.uk](mailto:alan.george@trussler.co.uk) and he will bring your requested book to the next Wing meeting. Maybe you need a good book to curl up with during these longer winter evenings.*

<b><u>BOOK TITLE</u></b>	<b><u>AUTHOR</u></b>
A Book of Air Journeys.....	Ludovic Kennedy
Acrosport brochure.....	Acrosport
Airborne for Pleasure .....	Albert Morgan
Amazing Air.....	Science Club
Aviator's Guide to GPS .....	Bill Clarke
Avionics.....	Bill Gunston
Biplanes .....	Michael F Jerram
Birth of a Spitfire.....	Clive Du Cros
Bristol Aerospace since 1910.....	Geoff Green
Carlisle Airport.....	Compiled by Paul Wiggins
Cessna 172 Around Britain .....	Dick Flute
Checklist – Grumman American AA-5.....	Airtour
Checklist – Piper Tomahawk (PA 38).....	Airtour
Chevron brochure.....	AMF
Christavia brochure .....	Christavia
Chronicle of Aviation .....	J L International
Country Flying.....	Geoff Farr
Flight Briefing for Pilots - Volume 4 .....	Birch & Bramson
Flying Fleas.....	Ellis and Jones
Flying Flight Simulators.....	Charles Gulick
Flying - The Golden years.....	Rupert Prior
Flying Tigers.....	Paul Szuscikiewicz
Freedom of the Skies .....	Margi Moss
Gliding: A Handbook On Soaring Flight .....	Derek Piggott
Grumman X-29.....	Bill Gunston
Guinness Book of Aircraft Facts and Feats .....	Taylor & Monday
If you read me - Rock the tower!! .....	Bob Stevens
International Air Traffic Control.....	Arnold Field
Jets at Sea .....	Leo Marriott
Kitfox brochure.....	Kitfox
KR-2 brochure.....	Rand Robinson
Military Helicopters.....	Hugh W Cowin
More Tails of the 50's.....	Peter Campbell
Morse Code for Airmen .....	Airtour
New Soaring Pilot.....	Welch and Irving
Pilot Officer Prune .....	Tim Hamilton
Pulsar brochure.....	Pulsar
Radio Telephony Manual .....	CAA
Reaching for the Skies .....	Ivan Rendall
Revolution in the Sky .....	Richard Sands Allen
RV Kitplanes brochure .....	Vans
Sagittarius Rising .....	Cecil Lewis
Science and Technology of Low Speed and Motorless Flight .....	NASA
Spitfire, a Complete Fighting History.....	Alfred Price
Tails of the Fifties .....	Various
Tales from the Crewroom.....	David Berry

Continued on next page

**BRISTOL STRUT BOOK LIBRARY continued**

The Air Pilot's Weather Guide .....	Ingrid Holford
The British Civil Aircraft Register G-APAA to G-APZZ .....	Air Britain
The Dambusters Squadron .....	Alan Cooper
The DEC Schneider Trophy Race .....	D Baldry & M Jerram
The Helicopter .....	John Fay
The KnowHow Book of Flying Models .....	Mary Jae McNeil
The Pilot's R/T Handbook.....	Chris O'Malley
The Spider Web .....	T D Hallam
The World's Strangest Aircraft .....	Michael Taylor
They Called It Pilot Error .....	Robert L. Cohn
Thruster T.300 brochure.....	Thruster
UK Airspace, Is it Safe? .....	David Ogilvy
Ultralight and Microlight.....	Berger-Burr
Unfit To Fly – A civil pilot's lucky career .....	Hugh Thompson
Whitchurch Airport.....	Gerald Hart
Whittle - The True Story .....	J Golley
Winging it .....	Jack Jefford
Yeager.....	Chuck Yeager

**BRISTOL/CARDIFF AIRSPACE**

We have been asked by the LAA to consider whether members would like to comment on and suggest changes to the existing airspace structure for Bristol/Cardiff, that would benefit GA, without compromising the essential operational requirements of the two airports.

If you have any ideas or observations, there will shortly be the opportunity for the LAA to discuss these with Bristol/Cardiff on an informal basis.

You can pass these to Graham Clark either by e-mail ([cgraham978@aol.com](mailto:cgraham978@aol.com)) or at the next Wing meeting.

**Some observed differences in round engines and jets**

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly).
5. Landing a jet just requires a certain airspeed and altitude—at which you cut the power and drop like a rock to the runway.
6. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
7. After landing, a jet just goes straight down the runway.
8. A radial tail dragger is like a wild mustang—it might decide to go anywhere. Gusting winds help this behaviour a lot.
9. You cannot fill your Zippo lighter with jet fuel.
10. Starting a jet is like turning on a light switch—a little click and it is on.
11. Starting a round engine is an artistic endeavour requiring prayer (curse words) and sometimes meditation.
12. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
13. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
14. Jets smell like a kerosene lantern at a scout camp outing.
15. Round engines smell like God intended engines to smell, and the tail dragger is the way God intended for man to fly.
16. Round engines have a tendency to make strange noises, especially at night over water.



## WHO ARE WE?

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

### Current Day Job/Past Career

Whole working career was as pilot with BEA then BA and now, retired, I'm attempting to make 36 hours fit into 24.

### Why Aviation?

As a young boy, in the golden days of British aviation, I lived under the approach to RAF St Athens which was an MU base. I fell in love with aeroplanes of every sort and particularly remember the Vampires and Meteors screaming overhead. I can also remember the lines of Lancasters or maybe Stirlings waiting to be struck off charge...dozens and dozens of them. My grandfather was an engineer and enthused me with mechanical things. I've never looked back.



### First Flight – in What, Where and When?

As a passenger my first flight was in a Silver City Bristol Freighter 'air ferry' from Ferryfield (Lydd) to Le Touquet in 1960 when my family took our Singer Gazelle to the Continent for the first time. I can remember being amazed by 1) the view as we flew over Channel shipping at probably no more than 2000' and 2) watching in slightly fearful fascination as the multi-riveted tailplane shook up and down in the slipstream.

### How long in the Bristol Strut/Wing? :

About 10 years, I think.

### Total Number of Aircraft and Hours Flown :

Lots of hours (nearly 19,000) but not many (only about 2000) on light aircraft. Professionally I flew all marques of Trident, the Lockheed Tristar and then the 747-400. My basic flying training was on Chipmunks. Since then I've 'had a go' at many of the usual GA types and am always delighted if someone offers me an opportunity to try a type I've not flown before.....hint

### Favourite and Worse Type Flown :

All aeroplanes are wonderful in their own way.....they get you up in the air, don't they!?..... but I have to say that I'm a Jodel fan through and through.

### Current Aeroplane(s) :

A much loved Jodel D117. Rebuilt over a twenty year period, some of which I did myself, she has been my 'faithful mount' for hundreds of flying hours and has taken me as far as the South of France.

### Best Aviation Moment and Flight :

Best aviation moment was, undoubtedly, watching the beautiful, white Avro Vulcan display at Farnborough in, probably, 1957 and feeling my chest shudder as the jet pipes were turned on the crowd and she roared away at full power.

Best Flight. No, it wasn't my first solo, special as that was, it was landing for the first time at JFK in command of a BA aeroplane. Since my plane-spotting days on the roof of The Queen's Building at LHR watching Stratocruisers and Constellations arriving from Idlewild, flying the Atlantic has always been my idea of the peak of chic aviation and finally, in 1985, I got to do it myself.

### Any Aviation Heroes - if so who and why?

A good number spring to mind, Francis Chichester in his Gypsy Moth for his amazing navigation, Alex Henshaw for his mastery of the flying 'technique' and Neil Armstrong for his stunning handling of the Eagle spacecraft. But really my heroes are the bomber and fighter pilots of WW2 for their constant bravery, dedication and skill.

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

All 'hairy' moments, and there have been a few, have been weather related and the lesson I've learned is to take the met' very seriously indeed! including loading enough fuel such that you don't nearly run on to dry tanks whilst diverting from JFK to Philadelphia due bad weather having forced a 757 into the bay at La Guardia. I can tell you that the heart races when all the fuel needles hit the bottom stops and you are still number 14 to land.

### Aircraft Wish List – to fly or own

I am very happy with my trusty Jodel but am thinking that, as I grow older, I need a bit more speed, more comfort and fewer draughts so that I can venture further afield. The latest generation of whizzy aeroplanes such as Pioneer or Cirrus do have their appeal.

As anyone would, I'd love to fly a Hurricane or Spitfire just to see what my heroes had. I'd also love to be given a 747-400 or a Tristar again, just for an hour or so of general handling; they were the most delightful machines to handle.

### Any Advice For All Pilots

Just revel in being one of the privileged few who know what joy it is to be airborne relying on your very own skills.

### Ambition :

To still be flying the day before I naturally die.

## IMC Training—the final result.....

Steve Neale

Now the end of my training was in sight a one month delay ensued to have new avionics fitted to CORB by RGV Aviation. Back she came with a shiny new certified GPS and it was love at first sight. While I have used a portable GPS for years and am well versed in using one on-route, our GTN650 offered approved Area Navigation (RNAV) approach procedures.

The IMCR test requires one pilot initiated approach to be demonstrated to the examiner. I get very nervous being tested and the flight test was not something I was looking forward to. A Surveillance Radar Approach (SRA) the easiest approach is not pilot initiated so does not count as you just do what you are told. Until the new avionics were installed that left ILS and NDB approaches. Did I mention I don't like NDBs?

Our GPS certifies CORB for none-precision GPS (LNAV) and precision GPS (LPV) approaches. By the way non precision simply means no vertical guidance for the glide slope. This meant I didn't need to include an NDB approach in my test and my heart sang with joy. It does mean my 25 month IMCR revalidation will have to include an NDB as that has to be a different approach to previously tested but my mind was unconcerned with anything after the IMCR test itself.



The great thing about GPS navigation is you simply follow ground tracks so by flying the magenta line wind compensation becomes intuitive. Despite this there are people who fly with these things who think they do complicated sums to compensate for wind. Most GPS systems don't even know the wind exists though posher glass cockpits will show you wind direction and speed (in my opinion to keep one interested in the flight while on autopilot). For the instrument pilot there are a couple of BIG extra advantages and one is flying holds. Did I mention I don't like holds either? The inset picture show CORB's GPS taking up the hold at Filton. As can be seen the hold is drawn on the screen so the only thing I have to do is fly the magenta line and I will fly it with perfect wind compensation and no mental gymnastics. Better still the GPS will fly a NDB approach without

using it's arcane error prone signal so no reflection errors. This was nirvana for me.

The first time I flew an RNAV approach at Gloucester it almost felt like cheating. I still had to get my altitudes at the approach fixes correct but the lateral guidance was the good old magenta line. Our GPS is also certified for precision RNAV+LPV approaches and this activates the glide slope needle on our HSI making it as easy as flying an ILS approach. Since qualifying I've tried both types of precision approach with our autopilot and it is laughably easy but for me flying procedures with an autopilot is akin to paddling in the sea with boots on. It's all rather anaesthetised and boring. I guess that's the VFR pilot in me leaking out. In terms of an approach the main difference between me with my IMCR and an IR pilot in the UK is the height at which we have to decide whether to land at or fly a missed approach. Oh! the GPS will display the missed approach as a magenta line too.



The test itself was as stressful as I expected but that was because of my phobia, not Mark the examiner who did everything he could to put me at ease. Things that are normally straightforward become harder for me when I'm being tested. Anyway I got through it and that was the main thing. What a feeling of relief afterwards.

To sum up my training I would say it was worth every minute and Phil is almost off the tablets now!!! It was frustrating to be bashing the rocks together at the start but very fulfilling once it starts to come together.

Am I an IFR pilot now? Nope! I'm a VFR pilot with a skill set that, if current, enables me to fly IFR in IMC if I need to. They are not of the same mindset and I doubt I'll change now.



My hard earned IMCR now allows me to depart and land in poorer conditions. But most importantly it allows me to pop up through that cloud layer I mentioned at the start of these articles and being up there in the Sun with that white blanket stretching to the horizon below is quite, quite wonderful.

Steve

RNAV Area Navigation (using GPS in this case)

LNAV Lateral Navigation

LPV Localizer Performance with Vertical Guidance (synthetic glide slope)

HSI Horizontal Situation Indicator. A gyro direction indicator with a course deviation indicator incorporated and slaved to an electronic compass in the wing

*Thanks for a series of very interesting articles Steve, and once again congratulations on a great achievement. Ed.*