

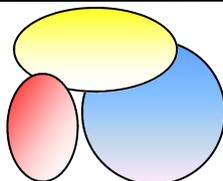


Light Aircraft Association

www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

October 2009

NEXT MEETING - AGM

Thursday 8th October will be the date for our next AGM.

Apart from the usual election of officers and planning next year's events/speakers/visits etc we will be discussing the "Ian Leader Trophy" and how it will be awarded.

To refresh your memory, the minutes of last year's AGM are attached to this newsletter (for members only) and we will then be able to accept them at the meeting to speed up the business process.

Also, on page 2, is the Agenda for this year; you could print it off to bring with you to the meeting. If you would like a topic added to the agenda please let Steve know before Thursday.

Don't forget this is your opportunity to have a say about how your LAA Wing is run and what you would like to be included in next year's programme, so do come along with ideas and enthusiasm abounding.

LAST MEETING - Summer Adventures

Our first meeting after the summer break was a look back at the travels of some of our members. Steve showed a large collection of photos of his, and others, weekend fly-out to Ireland and the Isle of Man, again enthusing over the wonderful Irish hospitality and the ease of the paperwork involved.

Dave Hall gave us a quick tour (if that's possible) of Oshkosh which he visited this year.

We also welcomed an American visitor, Ian Clark, who was over from the States on a short visit and called in to see how our English PFA Strut meetings compare with their EAA Chapter meetings. Apparently he was pleasantly pleased to see the similarity but, after seeing the photos of Ireland, was amazed at the availability of green fields which we have available as emergency landing sites here. Ian also showed us a brief presentation he had previously prepared for his local Chapter on the build project of his Sonex of which he was understandably and justifiably proud.

SOME GOOD NEWS

Permission has been agreed for NPPLs to fly to the Channel Islands. There are a few conditions contained on the exemption with which licence holders must ensure they comply so for more details and the full story click on the link below

<http://www.lightaircraftassociation.co.uk/HomePage/nppl-ci.html>

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Contact Information

Wing Co-ordinator:

Steve Neale
01454 326745
E-mail:
srneale@yahoo.co.uk

Treasurer/Membership Sec:

Gordon Pritt
01934 622795
e-mail:
gordon.pritt@talktalk.net

Newsletter distribution:

Mary Leader
01275 541572
e-mail:
mary@bristolwing.flyer.co.uk

Editorial address:

7, Cantell Grove
Stockwood, BRISTOL
BS14 8TP

Where to go....

Free landing vouchers for October in:

Flyer Magazine: Ashcroft, Eaglescott, Fishburn, and Sutton Meadows.

Pilot Magazine: Andrewsfield, Blackpool, Old Buckenham, Shobdon, Waterford and White Waltham.

Today's Pilot: Newtownards, North Coates, Old Buckenham, Pembrey, Popham and Wick

October

4th - Old Sarum monthly Vintage Sunday Fly-in **NB** parachuting so please PPR for details
01722 322525

11th - Popham end of Season Fly-in

And for next year's diary ...

Thursday 11th March 2010

CAA Safety Evening at BAWA in the Concorde Suite hosted by Bristol Wing.

Hopefully a pilot never
runs out of airspeed,
altitude, and ideas all at
the same time

MEMBERS' NEWS

We have heard that Nigel Phillips has just become a fully fledged Pilot. Nigel joined us a few of years ago after attending our Spread your Wings Day. He was among a couple of 'would be' pilots who came along that day and it is good to know that he has at last realized his dream of obtaining his licence. We offer him our congratulations and know that he has already spread his wings overseas when he joined Tom Geake on their first foreign flight to St Omer last month. Wishing you many more happy hours ahead in clear blue skies Nigel.

Young Eagle to Jet Jockey

Newly promoted Flight Lieutenant Kinsley passed his "wings test" on 18th September. The wings ceremony will take place soon at RAF Linton-on-Ouse. Wings will be presented and pinned on flying suits by one of the last fit surviving Battle of Britain Spitfire pilots! Tom says that there are insufficient places on the next Hawk course at RAF Valley for everyone who completed the Linton Tucano course and selection for the prestige places on the next Hawk course at Valley will be made by O/C commanding flying training at Linton... so lets all keep our fingers crossed for him.

LAA BRISTOL WING

AGM – October 8th 2009 19:30

Agenda

Acceptance of last year's minutes

Treasurer's report - Gordon

Election of Strut Officials

Coordinator

Treasurer

Newsletter editor

NC Representative

Librarian

Y.E.S. Representative

Future events –

March : CAA Safety Evening

Matters for discussion -

Ian Leader Trophy

Ideas/sponsors for wing evenings

Ideas for events/visits

Any other business (around the table)

Close

Hitler's stealth bomber:

How the Nazis were first to design a plane to beat radar By Marcus Dunk

With its smooth and elegant lines, this could be a prototype for some future successor to the stealth bomber.



Blast from the past: The full-scale replica of the Ho 2-29 bomber was made with materials available in the 40s

But this flying wing was actually designed by the Nazis 30 years before the Americans successfully developed radar-invisible technology.

Now an engineering team has reconstructed the Horten Ho 2-29 from blueprints, with startling results.

It was faster and more efficient than any other plane of the period and its stealth powers did work against radar.

Experts are now convinced that given a little bit more time, the mass deployment of this

aircraft could have changed the course of the war.

First built and tested in the air in March 1944, it was designed with a greater range and speed than any plane previously built and was the first aircraft to use the stealth technology now deployed by the U.S. in its B-2 bombers.

Thankfully Hitler's engineers only made three prototypes, tested by being dragged behind a glider, and were not able to build them on an industrial scale before the Allied forces invaded.

From Panzer tanks through to the V-2 rocket, it has long been recognised that Germany's technological expertise during the war was years ahead of the Allies.

Futuristic: The stealth plane design was years ahead of its time

But by 1943, Nazi high command feared that the war was beginning to turn against them, and were desperate to develop new weapons to help turn the tide.

Nazi bombers were suffering badly when faced with the speed and manoeuvrability of the Spitfire and other Allied fighters.

Hitler was also desperate to develop a bomber with the range



© Arthur Bentely / Flying Wing Films

and capacity to reach the United States.

In 1943 Luftwaffe chief Hermann Goering demanded that designers come up with a bomber that would meet his '1,000, 1,000, 1,000' requirements - one that could carry 1,000kg over 1,000km flying at 1,000km/h.

Two pilot brothers in their thirties, Reimar and Walter Horten, suggested a 'flying wing' design they had been working on for years.

They were convinced that with its drag and lack of wind resistance such a plane would meet Goering's requirements.

Construction on a prototype was begun in Goettingen in Germany in 1944.

The centre pod was made from a welded steel tube, and was designed to be powered by a BMW 003 engine.

The most important innovation was Reimar Horten's idea to coat it in a mix of charcoal dust and wood glue.

He thought the electromagnetic waves of radar would be absorbed, and in conjunction with the aircraft's sculpted surfaces the craft would be rendered almost invisible to radar detectors.

This was the same method eventually used by the U.S. in its first stealth aircraft in the early 1980s, the F-117A Nighthawk.

The plane was covered in radar absorbent paint with a high graphite content, which has a similar chemical make-up to charcoal.

A full scale replica of the Ho 229 bomber made with materials available in the 1940s at preflight



© Linda Reynolds/ Flying Wing Films



The plane could have helped Adolf Hitler win the war

After the war the Americans captured the prototype Ho 2-29s along with the blueprints and used some of their technological advances to aid their own designs.

But experts always doubted claims that the Horten could actually function as a stealth aircraft.

Now using the blueprints and the only remaining prototype craft, Northrop-Grumman (the defence firm behind the B-2) built a fullsize replica of a Horten Ho 2-29.



Vengeful: Inventors Reimar and Walter Horten were inspired to build the Ho 2-29 by the deaths of thousands of Luftwaffe pilots in the Battle of Britain

It took them 2,500 man-hours and \$250,000 to construct, and although their replica cannot fly, it was radar-tested by placing it on a 50ft articulating pole and exposing it to electromagnetic waves.

The team demonstrated that although the aircraft is not completely invisible to the type of radar used in the war, it would have been stealthy enough and fast enough to ensure that it could reach London before Spitfires could be scrambled to intercept it.

'If the Germans had had time to develop these aircraft, they could well have had an impact,' says Peter Murton, aviation expert from the Imperial War Museum at Duxford, in Cambridgeshire.

'In theory the flying wing was a very efficient aircraft design which minimized drag.

'It is one of the reasons that it could reach very high speeds in dive and glide and had such an incredibly long range.'

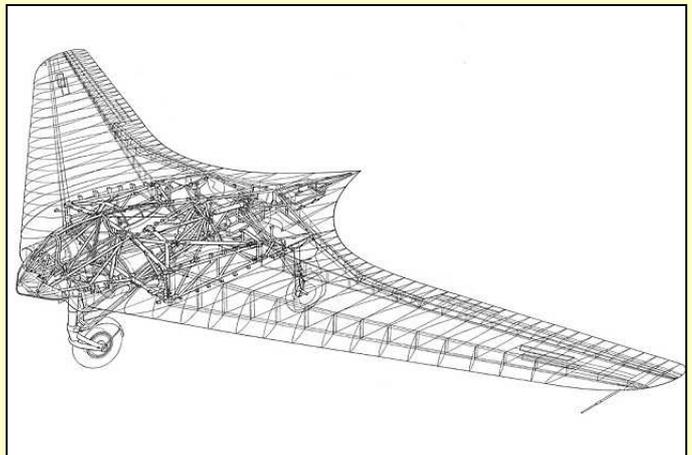
The research was filmed for a recently broadcast documentary on the National Geographic Channel.

Luckily for Britain the Horten flying wing fighter-bomber never got much further than the blueprint stage, below

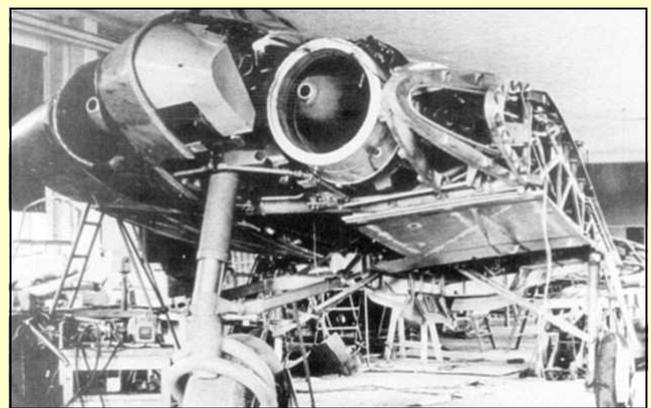
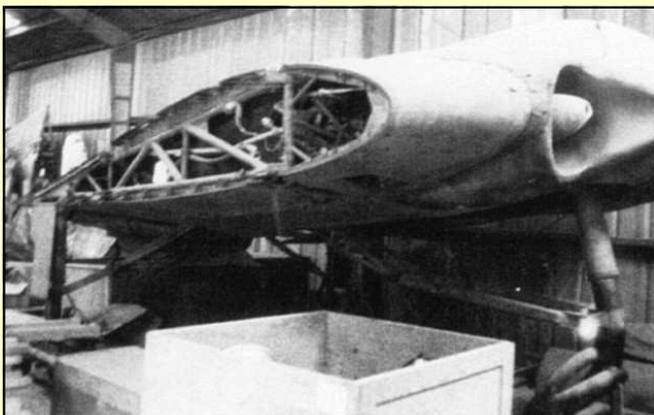
The 142-foot wingspan bomber was submitted for approval in 1944, and it would have been able to fly from Berlin to NYC and back without refuelling, thanks to the same blended wing design and six BMW 003A or eight Junker Jumo 004B turbojets



A wing section of the stealth bomber. The jet intakes were years ahead of their time



Thanks to the use of wood and carbon, jet engines integrated into the fuselage, and its blended surfaces, the plane could have been in London eight minutes after the radar system detected it



Thanks to Spike Parker for sending this interesting article which was on the Daily Mail Online website in July this year

FOR SALE

(Or possibly shares)



Piper J3c '65' Cub

Built in 1944 as a L4 for the US Army

Recent overhaul and recover – excellent condition

TTAF 5351 (25 since last overhaul)

Continental Engine A65 -8 TT1478 (501 since last overhaul)

LAA Permit Valid to Aug 2010

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