

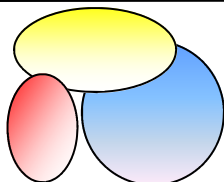


Light Aircraft Association

www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

October 2010

NEXT MEETING - Wednesday 6th October

On Thursday 7th September the Wing AGM voted unanimously to trial combining our meetings with Bristol Aero Club for the rest of this year. I'm pleased to report B.A.C. have also agreed to do so and we will see how it works out.

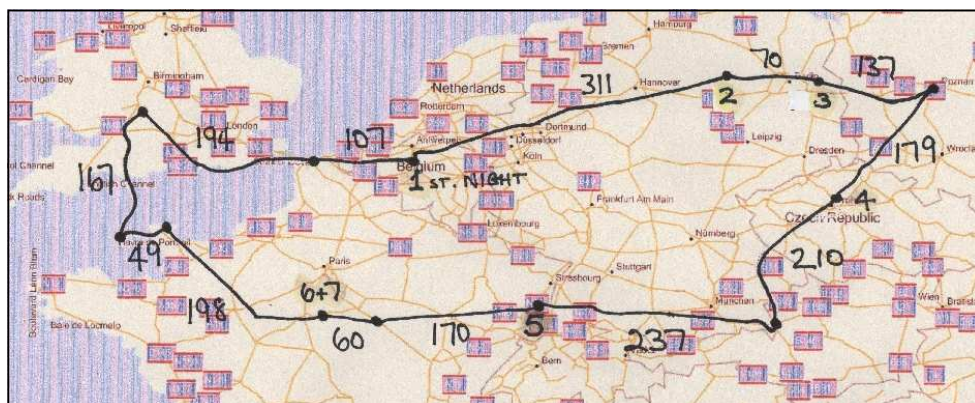
As a result our meeting dates will change from the second Thursday to **first Wednesday of the month**. Our first joint meeting with B.A.C. will be on **Wednesday 6th October** in Room 7 which is the one at the far end of the corridor though the double doors. B.A.C. meet at 8pm so we will say 7:30pm for a 8pm kickoff.

Richard King will be showing us some pictures and film taken from his cockpit mounted video camera of his recent Northern European tour in his 182. This was a round trip over a week of Germany, Poland, Czech Republic and Austria not forgetting France of course.

I hope some members who have been unable to make Thursdays will now be able to join us on Wednesday.

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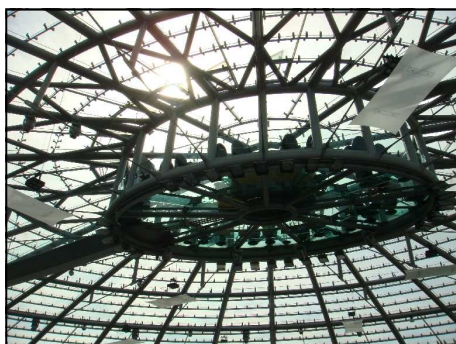
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Above: Richard's GPS track

Below Left: What is this and where is it? Find out from Richard on Wednesday

Right: The tower at Poznan, Poland



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Where to go....

Free landing vouchers for October

Flyer Magazine: Chiltern, Fowlmere, Kingsmuir, North Weald, Old Buckenham, Sutton Meadows

Pilot Magazine: Andrewsfield, Blackpool, Eddisfield, Enstone, Old Buckenham, Pembrey
October

3rd - Old Sarum Vintage Sunday

24th - Swindon PPL Masterclass - not a fly-in event but a great weather proof aviation day with like minded pilots, having a relaxed look at many of the problems, confusions, and gaps in PPL training and knowledge which leave qualified pilots exposed and less confident, making further progression harder. There are no nasty surprises like questions or tests - sit back and relax, which of course helps understanding. If you're interested then go to <http://www.higherplane.flyer.co.uk/seminars.html> for more information.

November 19th

Rolls Royce Heritage Collection Visit

The R-R visit is for up to 30 people. Meet at the Foundry site in Osmaston Road at 1000hrs. Lunch is in the Welfare Club. Afternoon is at the Learning and Development Centre. If you are interested in attending, please contact Stewart Jackson on: Tel: 0115 989 9232 or mobile 07748 542433

RAeS Local meetings

Date: Monday 11th October 2010

Subject: The Vulcan Bomber (RAeS-IET Joint Lecture)

Speaker: Kevin "Taff" Stone, Chief Engineer, Vulcan to the Sky Trust

Venue: Room 2Q49, Frenchay Campus, University of the West of England

Times: Refreshments at 6.30pm for Lecture start at 7.00pm

If you want to grow old
as a pilot, you've got to know
when to push it,
and when to back off.

Chuck Yeager

Microlight Check Pilot

Phil Matthews has now received approval from the BMAA to act as check pilot for permit renewals covering microlights in Fixed wing categories 3, 5 and 7. Should anyone wish to contact him they can either call 01452 713924 or 07785 392586 or email phil@cotswoldaeroclub.com

MEMBERS' NEWS



News has just come through that Sam Edwards has decided to sell his Monnett Sonerai G-BMIS. No details yet but anyone interested please contact the editor in the first instance and I'll get Sam to fill you in with the details.

We learned from that....

Submitted by a Wing member who shall remain nameless and the young lady's name has been changed.

Lucy was a young woman with everything. She was reading Medicine at a prestige university, was excellent company, and played good tennis. Her father was rich and she was good looking. In any environment the competition for her attention among the young men would have been brisk, but at a university with a sex ratio of 10:1 it was intense.

One Friday, Lucy had a problem and I had the solution. She had to see her tutor in the morning and then rush home because her parents were holding a week-end house-party to celebrate her twenty-first birthday. Students were not allowed cars, and although she was getting a MGA for her birthday, it was at home more than a hundred miles away. The train journey was impractical, and I had access to an aeroplane.

In retrospect, flying was delightful in those days. June provided lovely clear days with gentle tail winds. The aircraft, with a ten channel radio, was well equipped. Controlled airspace came in lumps that were easily avoided except near Heathrow, and we weren't going there. Otherwise it was free. I opted for FL65, satisfying the quadrantal rule and likely to give Lucy interesting views as we flew across the Midlands with the radio silent to save the valves.

Passing FL40 I had a thought.

"Lucy, are your Eustachian tubes clear?"

"I've no idea. Does it matter?"

"Have your ears popped as we climbed?"

"No."

I stopped climbing immediately, and tried to explain without sounding patronising.

The flight went well until the descent to a standard overhead join, when Lucy's ears became uncomfortable. At two thousand feet I was minded to climb and then descend very slowly, but Lucy had seen her father's car in front of the clubhouse and would not take advice. The usual drills for clearing tubes had no effect, so I submitted and landed after a wide, gentle circuit.

Lucy was in severe discomfort verging on pain as she drove off in her father's car. I learned afterwards that her ears cleared the next day, in time to enjoy the celebrations, and there seemed no permanent damage.

Thank you for this thought provoking tale from which we'll all learn...

Picture Quizzes

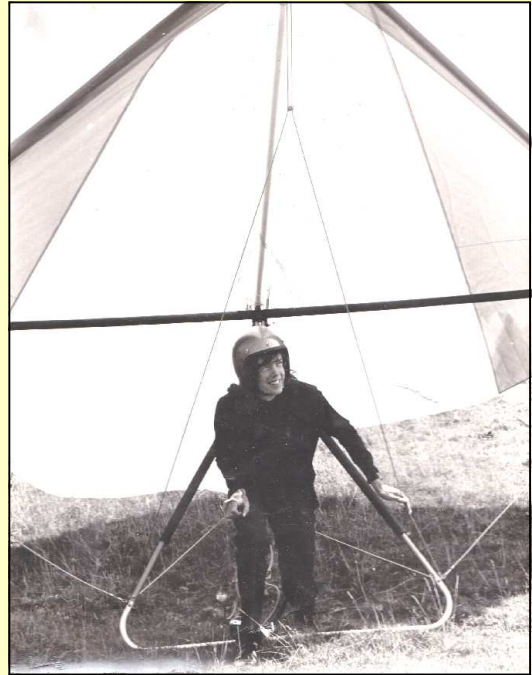
The aircraft type last month could have been known by anyone with a knowledge of hang-gliders: It's a Cobra manufactured in Bristol by McBroom Sailwings .

The pilot part of the quiz was a bit unfair to anyone who isn't part of the Bristol Wing as it's one of our members: Ian Tadd. Ian sent in this photo with the following information:

I worked for the company as a part time job when I was 17-18, I probably made a significant number of parts in it. The photo is immediately after my first solo, it's not in colour but I am willing to admit I was wearing brown trousers just in case. So long ago I am not exactly sure of the year but probably 1974.

Fellow Wing member Trevor Wilcock was the only 'entry' which was correct although it took two guesses at the pilot. (We won't embarrass either party by saying who his first guess was!)

What is this? and who's flying it.



Who's wheels are these?

It was either so easy that not many bothered to offer suggestions or only two people knew the answer - Wing member Bill Dobie and Wessex Strut newsletter editor Neil Wilson.

Thanks for your entries chaps, and it's good know that other struts read our newsletter.

The clue last month:

"It never made it into production".

The answer:

It's TSR2 XR220 at Cosford Air Museum. She was the second prototype but sadly never flew (the air shot is XR219). The program was cancelled in favour of American F111's. A stark reminder that political stupidity is not a new thing.

Link to more information about XR220: <http://aviation.elettra.co.uk/tsr2/xr220.php> and to the TSR2 association:

<http://www.tsr2association.co.uk/>



LAA HQ information

Are you flying on a PPL using a medical declaration? ie - PPL holders flying on a GP (NPPL) medical

If so you need to read this carefully - this page is a copy of the article in the October magazine but with links to all the reference documents. See http://www.lightaircraftassociation.co.uk/2010/General/ppl_medical.html for a very informative explanation of the situation.

Dates for Autumn Courses Announced

During last winter the LAA ran a series of courses. The courses were aimed to help people building or maintaining their own aircrafts. The feedback from attendees was fantastic!

The courses were seen as almost essential for those unsure of how to proceed with the next part of their self build or to gain more experience in maintenance and they are now in the process of organising another programme of courses for this year which are **available to members and non-members alike**.

Dates are confirmed as below:

Woodwork: *Wednesday 17th November 2010 and Wednesday 15th December 2010*

Start time: 9.15 am to 9.30 am Finish time: 5.00 pm approx Cost: £95 (includes lunch & refreshments)

Venue: Field Rise, Kite Hill, Wanborough, Wilts, SN4 0AW (run by Dudley Pattison)

Electrics: *Saturday 11th December 2010 and Saturday 19th February 2011*

Start time: 9.00 am Finish time: 5.00 pm approx Cost: £85. Venue: Turweston Aerodrome Conference Centre

Avionics: *Saturday 20th November 2010, Saturday 8th January 2011; Saturday 19th March 2011*

Start time: 9.00 am Finish time: 5.00 pm approx Cost: £85

Venue: Turweston Aerodrome Conference Centre

Aluminium: *Saturday 30th (ONLY 2 PLACES LEFT as at publication on 1st October), Sunday 31st October 2010, Saturday 20th, Sunday 21st November 2010:*

Venue: LAA Educational Centre, Turweston Aerodrome

Start time: 9.00 am Finish time: 5.00 pm approx. Cost: £115

Weight and Balance: *Saturday 27th November 2010*

Time: 9.00 am to 5.00 pm Cost: £85 (includes refreshments but not lunch)

Venue: Watchford Farm, Devon

Propellers: *Saturday 4th December 2010*

Time: 9.00 am to 5.00 Cost: £90

Venue: LAA Educational Centre, Turweston Aerodrome

Rotax 912: *Saturday 13th November 2010, Saturday 22nd January 2011*

Time: 9.00 am to 5.00 pm Cost: £105

Venue: LAA Educational Centre, Turweston Aerodrome

Jabiru Engine Maintenance: *Saturday 27th November 2010 (Provisional dates also: Saturday 15th January 2011; Saturday 19th February 2011*

Start time: 9.00 am Finish time: 5.00 pm approx Cost: £95

Venue: Southery Airstrip, White House Farm, Nr Downham Market, Norfolk

Further information on these courses is available in the LAA magazine or on the LAA website:

<http://www.lightaircraftassociation.co.uk/MembersArea/courses.html> and please contact either Penny or Sheila if you wish to book. Telephone 01280 846 786 or [e-mail](#).

EASA issues the Final Report of the Safety Implications of Biofuels in Aviation (SloBiA)

This project was undertaken by the University of Aachen under a research contract to EASA. The Light Aircraft Association was represented during this project by Barry Plumb, who was a member of the project steering committee. All aspects of the use of Mogas containing biofuel additives were considered in the research programme and the final report from the project is now publicly available on the EASA website at the following address:

<http://easa.europa.eu/safety-and-research/research-projects/miscellaneous.php>