

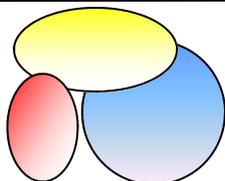


Light Aircraft Association

[www.bristolwing.flyer.co.uk](http://www.bristolwing.flyer.co.uk)



# Bristol Wings



## Newsletter of the LAA Bristol Wing

September 2009

### NEXT MEETING - SUMMER ADVENTURES



*Just part of the enormous Oshkosh site!*

Our first meeting after the summer break is on **Thursday 10th September at 7.30 pm.**

We'll have a chance to catch up on members' news and activities over the past couple of months.

Dave Hall has flown across the pond and visited that dream venue of all GA pilots - Oshkosh - so he will be showing us pictures and relating a few tales of his adventure.

Meanwhile, as mentioned in the last newsletter, three Bristol Wing aircraft flew across a couple of shorter stretches of water to Ireland and then to the Isle of Man so we will be able to hear more about their travels than is written in the article later in this newsletter.

It will be a busy evening because another aspect of the subject of 'going overseas' which we will be covering is how to prepare, fill out a flight plan, a General Aviation Report (GAR) for immigration and other information like French joins, and some basic radio calls. Graham has kindly offered to help with pronunciation. We will use St Omer as an example because a number of wing members plan to attend their Annual Fly-in over the weekend immediately following our meeting.

Hope to see you at BAWA on Thursday 10th Sept and do bring along a friend!

**St Omer welcomes visitors from Europe and UK ..... And this is what attracts them!**



#### Inside this issue:

Next Meeting - Adventures	1
Where to go? & Diary Dates	2
LAA News	2
Picture Quiz	2
A Grand Day Out	3
A round with the Red Arrows	3
Notes for Pilots	3
Peenemunde 2009	4-6

#### Contact Information

##### Wing Co-ordinator:

Steve Neale

01454 326745

E-mail:

[srneale@yahoo.co.uk](mailto:srneale@yahoo.co.uk)

##### Treasurer/Membership Sec:

Gordon Pritt

01934 622795

e-mail:

[gordon.pritt@talktalk.net](mailto:gordon.pritt@talktalk.net)

##### Newsletter distribution:

Mary Leader

01275 541572

e-mail:

[mary@bristolwing.flyer.co.uk](mailto:mary@bristolwing.flyer.co.uk)

Editorial address:

7, Cantell Grove

Stockwood, BRISTOL

BS14 8TP

## Where to go....

Free landing vouchers for September in:

**Flyer Magazine:** Chiltern Park, Gloucester, Seething, Tibenham and Waterford.

**Pilot Magazine:** Chiltern Park, Colemore Common, Cromer, Lundy Island and Tiree.

**Today's Pilot:** Beverley, Cromer, Fishburn, North Coates, Seething and Wick

**Light Aviation (LAA Mag):** Bagby, Lands End (half price) and Popham

### September

**12th** Belle Vue LAA Devon Strut fly in (PPR) 07971 278984 or 01363 773767

**12/13th** - St Omer, France - book online: at <http://acsto.free.fr/> before 6th Sept

**13th** Watchford Farm LAA Devon Strut fly-in (PPR) 07779 143439

**19/20th** Kemble Open Days (PPR)

**20th** Turweston VAC Fly-in (PPR) 01280 705400

**20th** Lower Upham LAA Wiltshire Flyers Fly-in (PPR) 01793 791517 or 07765 871634

**26th** LAA Extraordinary General Meeting Turweston

**26th** Old Warden Shuttleworth Evening Display (PPR) 01767 627927

**26/27th** LAA Pilot Coaching Scheme Popham

*Another date - for next year's diary ...*

**Thursday 11th March 2010**

CAA Safety Evening at BAWA Room 1 hosted by Bristol Wing.

There are certain aircraft sounds that can only be heard at night, over water or rugged terrain

## OLD UK OR FOREIGN CHARTS

Do you have any out-dated charts (any scale) of Southern England or elsewhere that you no longer require? Graham is looking for these to help teach the basics of navigation to a group of teenagers. Please bring them along to the next Wing meeting on **Thursday 10th September**, or contact Graham: [cgraham978@aol.com](mailto:cgraham978@aol.com)

## Do you want to see the Shuttleworth Collection?

Tom Geake is planning to fly to a meeting of the General Aviation group of the Royal Aeronautical Society at Old Warden on **Tuesday 8th September** and has offered a seat to anyone who wishes to visit the Shuttleworth Collection while he is at the meeting which should last about two hours. If he has to cancel due to weather then Tom will probably drive and welcomes the passenger to join him anyway. Please let either the Editor or Steve Neale know if you're interested and we can put you in touch with Tom. Thanks Tom for this generous offer.

## Picture Quiz

This month we've had a minimal response to the quiz

### Questions:

*What aircraft serves as the bird's perch?*

*Where is it? (the aircraft not the bird!)*

### Answers:

Fairey Gannet AEW.3

At the Fleet Air Arm Museum, Yeovilton.

Congratulations to Alan George who got both parts correct.

Phil - thanks for trying - better luck next time...



## General Exemptions for UK Registered Aircraft having a National Permit to Fly

### 1) Good news for UK Permit to Fly visiting GA

I am pleased to be able to inform you that I have today (15<sup>th</sup> August 2009) issued two Exemptions to permit flight in Guernsey and Jersey airspace by UK registered aircraft having in force a valid National Permit to Fly.

The exemptions are valid initially for 1 year from today and may be renewed. This means that the owners/operators of aircraft covered by the exemptions no longer need apply for individual exemptions. The NOTAMS published by Guernsey and Jersey remain valid for those aircraft having a National Permit to Fly granted by countries other than the UK. The numbers of those indicating an interest in visiting the Channel Islands are very few.

### 2) For Continental Registered Aircraft.

Dear All Permit to Fly Pilots,

There appears to be confusion with the recent NOTAM regarding PPR for 'Permit to fly' aircraft which is putting some off coming to Guernsey. All Pilots please note that all aircraft are welcome to Guernsey including those with 'a Permit to fly'. A Permit once issued will last 12 months before it needs renewing (as long as you have the correct paperwork) therefore if there is a chance you wish to fly to Guernsey either now or during the next 12 months, apply now without delay so that you get your Permit, then you can file a Flight Plan in the normal way, with min 1 hr notice ahead of your flight.

28 days notice is normally required but there is every likelihood that applications will be processed much quicker.

Why not make your application now, or over the winter period, so that you do not have a 28 day delay for next season.

#### Applications should be accompanied by

- a) Copies of the aircraft's insurance certificate.
- b) Certificate of Validity.
- c) Permit to Fly issued by the State of Registry.

Fergus Woods

Director of Civil Aviation

Finals R27 Jersey



## Airspace infringement

*Tom Geake has offered a recent experience for publication in case it is of interest to the Bristol Wing members (and other readers of course!).*

"I was enjoying a flight over the Vale of Pewsey when I realised that I was listening to an exchange of messages about an infringement of controlled airspace. I woke up to the situation when I heard a cross ATC lady telling a pilot that he was guilty of entering controlled airspace without a positive clearance to do so. Naturally the pilot tried to talk his way out of trouble, apologising and then explaining that he thought that he had been cleared.

I understood that the unhappy pilot had requested ATSOCAS basic service while in class F or G airspace. In passing his message he had given a clear intention of his intended route which crossed Lyneham airspace. He was accepted for the basic service and flew happily on until accused of his offence. He had assumed that by giving two en route points on opposite sides of the airspace, Lyneham ATC had, by implication, given him a clearance. It hadn't because he had not actually asked for one, and had not been given a positive clearance. I do not know what the punishment, if any, will be.

The lesson I have learned is that, however obvious it may be that one is proposing to enter controlled airspace, it is essential specifically to request a clearance to do so. I shall in future always acknowledge the clearance given with the word "Positive", leaving the controller to contradict if necessary.

The pilot was not me!

Tom Geake

*Richard Tebb has written this brilliant report on the 'tour' taken by three Wing aircraft this summer.*

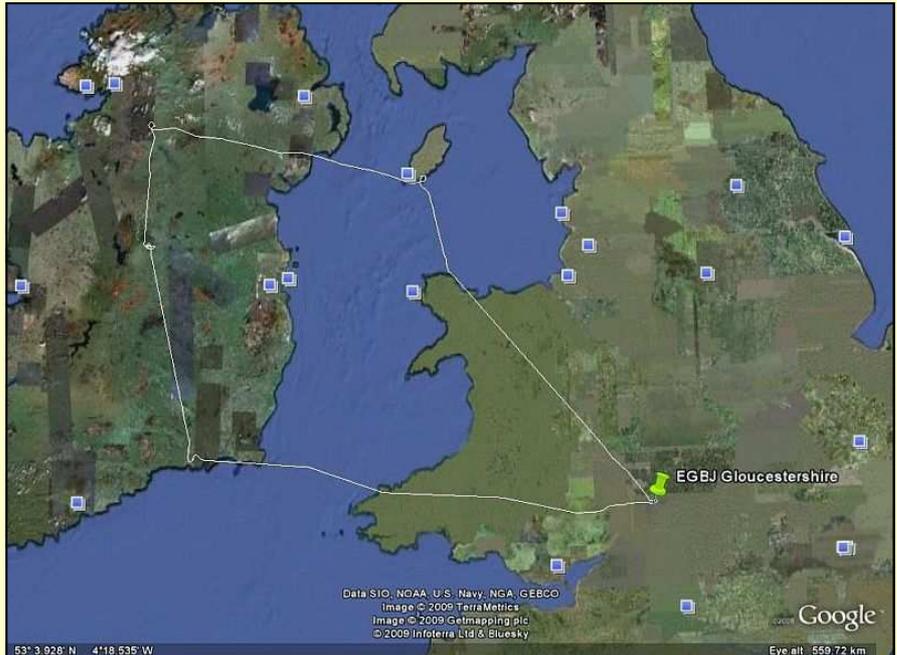
## RV mini-tour mainly round Ireland

Last month a group of like-minded aviators took to the skies in a failed attempt to get to Hoganas (Sweden) for an RV fly-in. I say failed, but that's a matter of opinion, because we ended up having a fantastic time in Ireland. And before you start to think that there's a pretty obvious navigational error involved, I'd like to get my excuses in quickly.

We met up at the Cotswold Aero Club on the Friday morning to decide what to do. 'We' being six folks in 3 aircraft: an RV4, an RV9 and a C182. Between the six, our experience levels range from 'honorary pilot' through low-hours PPL to IR instructor.

Having spent a good while planning the route to Hoganas, I guess you could bet on there being some dubious wx in the forecasts. With embedded CB threatened cross-channel and our general level of experience, we decided that west would be a better bet than east, so we abandoned our original plan and headed for Ireland as a last-minute alternative. At least we had had the foresight to submit some GARs for Ireland the previous evening just in case of such an eventuality. Considering the group members, this was a remarkable piece of foresight and planning that was not to be repeated throughout the remainder of the trip - we peaked too early!

From Gloucester, the obvious point of entry to Ireland is Waterford, and it's a fairly straightforward route, with almost no airspace of any interest until the Waterford CTR itself. Almost no airspace: but there were NOTAMS for



some meat bombing extending outside of D216 and D147, which lie almost on the direct route to Strumble VOR. I rang the telephone number that was listed in the NOTAM, only to hear 'Hi, this is Neil, please leave a message.' How many times does this happen when you try to do the right thing?

We set off from Gloucester and fairly soon QSY'd to Cardiff, who offered us a limited Traffic Service due radar limitations or something. They evidently had us on coverage, because when we edged well south of the danger areas to be on the safe side, they queried whether we had decided to route via the BCN VOR without letting them know. A quick explanation sorted out

the confusion. I did note one interesting fact about our traffic service: we heard Cardiff alert what sounded like a public transport flight to our presence, but the reciprocal courtesy was not afforded to

**One of the greatest things (apart from the warm Irish welcome) was the fact that we were making the itinerary up as we went along.**

us, although they evidently must have seen both of us. I guess they may have assumed we could infer the position of the other aircraft from the directions they were passing to it; but my usual experience is that such information is passed separately to both interested parties. Oh well, maybe a little C182 doesn't deserve the same treatment as a public transport flight, even OCAS.

About 40 miles north-west of Cardiff they dumped us so we contacted London Info to cover us for the water crossing. As we coasted out, the weather was beautiful - the clouds over Wales made way for clear skies, and we could easily make out the shape of the Irish coast below the clouds that formed the other side.

*Coasting out over Wales with the Irish coast ahead*



I have only limited experience of going feet wet, but I do know that the engine always starts to sound different when over water, at least in my creaky old Cherokee. I was surprised, however, when, just as we approached STU to coast out, Waveflyer pointed out that the tachometer had started to waver by around 20RPM. Modestly disconcerting, but if I'm honest the feeling was tinged with mild Schadenfreude that a lovely new G1000-equipped Skylane could give rise to similar concerns as a beaten-up 1974 Piper. That's about the only comparison I could make between the two, BTW.

Waterford ATC were very friendly, so don't be daunted by the Class C airspace that surrounds it. It seems to run along the lines of the French Class D airspace that I have experienced, and quite unlike the UK's Class D for which clearance is sometimes a pain to get, even if just because the frequency is busy. We had obviously filed a FPL, because it was an international flight, so they were alerted to our arrival; but it wasn't particularly busy anyway so the whole experience was very laid back.

Actually, two of the chaps are local club members who very kindly came out to help us shift things around. The marshaller, however, is our very own Roly - at least, I think that gesture is supposed to be a marshalling signal, although looking at the photo he could quite well mean something else entirely. On the subject of local help, wherever we went, the locals couldn't have been more helpful. Brian, the instructor at the club, went through all our options for airfields to visit, and the pros and cons of each (no one likes Galway, apparently!)

**Not sure about the marshaller!**



*Mother hen with her chickens!*

We considered staying in Waterford, but it was early in the day, so we spent a while in group discussion. Some of us wanted to head off to the south-west corner, but we were concerned about the possibility of becoming stuck there by the weather. We finally agreed to head for Abbeyshrule airfield (EIAB), in the middle of the country and about 45 minutes away. The plog was a straight line job with no airspace to affect, and the en-route scenery was superb.

The welcome in Abbeyshrule couldn't have been warmer. The radio exchange terminology was decidedly non-CAP413 as our C182 brought up the rear after the two RVs:

**C182:** Abbeyshrule Radio, G-WK inbound etc.

**A/G:** Runway 28 active. Wind 240/5. Two aircraft in the circuit and one inbound from the NW.

**C182:** Copy traffic G-WK.

**A/G:** On the ground, we'd like you to park in between the two RVs, like a mother hen and her chickens.

**C182:** Cluck cluck.

I can't add anything to WaveFlyer's description of our welcome; (you can read it by following this link: <http://forums.flyer.co.uk/viewtopic.php?f=33&t=57412&p=775654#p775654>)

except to say that I couldn't think of a lovelier place if you're looking for a weekend away.

On Saturday morning the weather started off a bit overcast and drizzly, and there were concerns that we might struggle to get airborne. We headed off to the airfield, where the group began the now traditional conflag about where to go next. There are so many tempting possibilities - heading back to Waterford via the Ring of Kerry (but SW wx looking a bit dodgy); perhaps the Arran islands (wx along the western coast again)? At least the Irish authorities provide a free number (that a friendly club member gave us) where you can talk direct to a weather person. Having checked out our options, and noted the occluded front that had passed us W to E during the night and the incoming cold front following it, we decided to head eastwards to stay ahead of the worst of it. We sent up an RV as a spotter, who returned to describe an 1800' scattered cloud base and 40+ miles vis below.

The general consensus amongst the locals was to head for Enniskillen (EGAB), which is a regular refuelling trip from Abbeyshrule because they don't pay duty on Avgas if they can show their return FPL out of the UK. Again we learned how relaxed is the attitude to paperwork - no one seems to worry about GAR forms when they make this trip. Apparently they fill one in when they venture further into Northern Ireland; but since Enniskillen is only just over the border, it doesn't really count. Obviously a FPL is required, since it crosses an international border; but Ireland still provides a telephone number for filing, so it's pretty easy.

By the time we'd finished the group discussion, as group secretary I'd already prepared all the FPLs and rung them through, so we planned the route (straight line, due North, 48 nm) and got on with prepping the aircraft. The plan was to head for Enniskillen to get fuel, and then head east to the Isle of Man to make sure that we didn't get trapped by the approaching cold front. There was only one fly in the ointment: none of us had brought our Northern England charts. In fact, although I probably shouldn't admit this, Enniskillen was just off the edge of the chart we did have, so we had all briefed carefully from a local pilot and memorised the wall chart. The plan was to buy some charts in Enniskillen, or if that proved impossible, to re-plan our return via a charted region.

By the time we finally set off, the wx had improved considerably and the short flight was delightful. Ireland is blessed with so many lakes; it would probably



*Approaching Ronaldsway, showing the Calf of Man and the low stratus over land.*

make touring in a seaplane a realistic possibility.

Next stop the Isle of Man! We asked about the 24hr notice for a GAR; but the general consensus was to head for Ronaldsway and sort it out there. Again, there was not much subtlety to our route: DCT IOM DCT. The reason for going via IOM was twofold. First, I always prefer a duplicate navaid to back up the GPS. In fact, in the C182 we had a G1000 and two 496s, so a VOR was probably overkill; but it's never a bad thing to have options. Second, the slight diversion keeps us well clear of D401 and avoids clipping L10 with its base at FL45.

We were unable to get any kind of service from Scottish Info at 2500', although the chart was unclear about exactly which of the frequencies to contact. I went back to Enniskillen who suggested we contact Aldergrove. We requested a Basic service from Aldergrove, but they were sufficiently concerned about one of the RVs a couple of miles away (not in radio contact) to ask if we were flying with them. Once we reassured them they were happy, but I got the feeling that they were looking after us far better than I am used to in parts of England, especially the busy SE.

Just west of the Mourne mountains we again passed through the weak occluded front that had held us up earlier, and was becoming like an old friend. The clouds rolling over the mountains were truly spectacular. The cloud bases improved considerably over the water, which enabled us to get to FL45 or so. Above is a shot approaching Ronaldsway, showing the Calf of Man and the low stratus over land.

That layer was just about 600', as the first of our flight discovered when trying a right-hand circuit onto RW26. That was quickly abandoned with a low-level pass across the runway (ATC-approved, I hasten to add) to convert to a left-hand approach. The difference between the weather to the North and South of the field was dramatic.

We ended up paying quite steep handling fees to the aero club, because we were unaware of the alternatives. However, a short taxi ride to Port Erin and a delightful evening made it all worthwhile.

**Spectacular clouds over the Mourne Mountains**



Sunday morning's wx was not too great - yes, you guessed it, the slow front had caught up with us again. The METAR was very unpromising, with a OVC006. But again the south of the field was completely different from the tower, and in the direction we were heading it was improving all the way. We watched a couple of Cessnas depart and estimated that we had at least 1500' cloudbase heading south. Sure enough, once airborne it was definitely quite reasonable VFR conditions, improving all the way. A few miles clear of the island, we were able to get all the way to FL45 for the crossing, and then up to FL65 to clear Snowdonia.

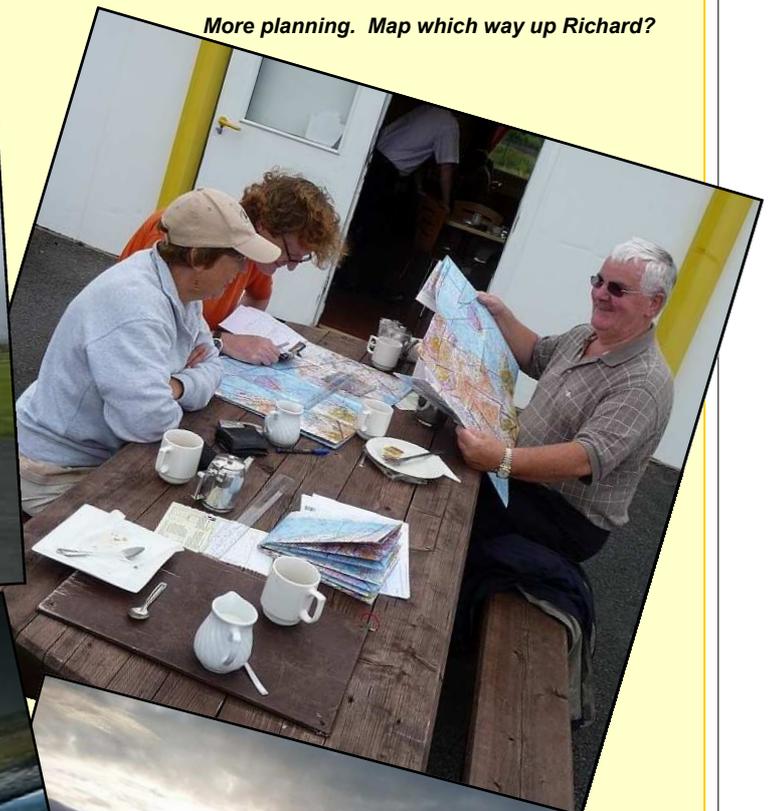
The other aircraft descended to the north, that was the third aircraft in the flight - Alan decided to take a diversion along the N. Wales coast and to return below cloud past Hawarden and Sleaf. We 'on-toppers' were rewarded with a beautiful cloudscape that gradually broke up as we approached Gloucestershire.

On arrival back at Cotswold, we all agreed that it was a pretty decent alternative to the Hoganas trip. For me, one of the greatest things (apart from the warm Irish welcome) was the fact that we were making the itinerary up as we went along. That's not to say that we didn't do any planning; but I felt a tremendous sense of possibility in flying from one airfield to another without a definite plan beyond the next landing. A proper rally! Thanks to all who took part for making it such a fantastic trip, and special thanks to Mary, some of whose pictures I have used in this report.

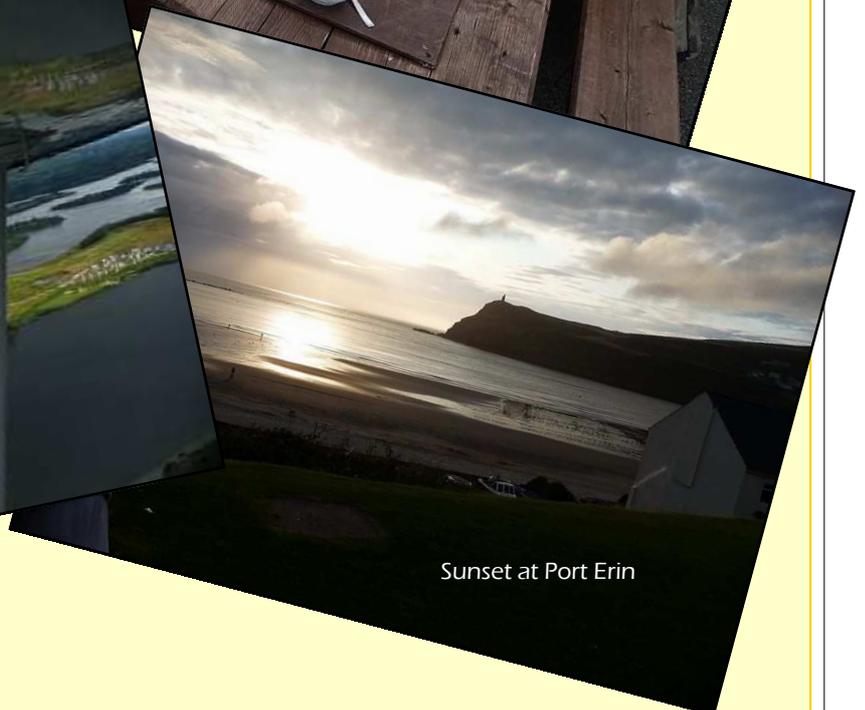
*Overcast at 600ft to the North*



*More planning. Map which way up Richard?*



*Turning right base for Enniskillen RW15 over Ireland's many delightful lakes*



*Sunset at Port Erin*

Thanks to Frank Bond who has sent us this article and he says that the procedure really is not at all arduous

## Aircraft Compass Swing

Compass swing — those two words bring images of a time-consuming task. Many of you are familiar with this task — sitting inside the aircraft, engines running, etc.

### When to Perform a Compass Swing

- Whenever the accuracy of the compass is suspected
- After a cockpit modification or major replacement involving ferrous metal
- Whenever a compass has been subjected to a shock; for example, after a hard landing or turbulence
- After aircraft has passed through a severe electrical storm or after a lightning strike
- Whenever a change is made to the electrical system
- After an aircraft has been parked on one heading for more than a year

### Before You Begin

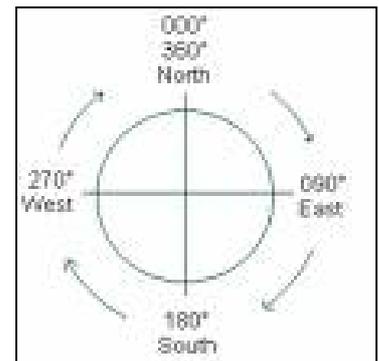
Before beginning a compass, ensure the area where the compass swing is performed is free of steel structures, underground pipes or cables, or equipment that produces magnetic fields.

Those performing the compass swing should remove any magnetic or ferrous items from their person. Use only non-magnetic tools when adjusting the compass. If there is any equipment aboard the aircraft that has any magnetic effect on the compass, ensure it is secured in the position it would be in during normal flight.

### Performing the Compass Swing

Mechanics use one of two methods to swing the compass on an aircraft. They either perform it on a compass rose at the airport, or use a calibrated master compass to align the aircraft during the swing.

1. With engines running and aircraft in proper configuration, align the aircraft to the 0 degree (north) heading. If the aircraft compass is not in alignment with magnetic north, adjust the north-south compensator screw with a non-metallic screwdriver until the compass reads 0 degrees.
2. Align the aircraft to the 90-degree (east) heading. If the aircraft compass does not indicate 90 degrees, adjust the east-west compensator screw until it reads 90.
3. Align the aircraft to the 180-degree (south) heading. Note the indicated heading on the aircraft compass. If it is not 180, adjust the north-south compensator screw to remove half the difference of the reading and actual heading. For example if the compass reads 184 while the aircraft is positioned at 180 degrees, adjust the north-south compensator until the compass indicates 182 degrees.
4. Align the aircraft to the 270-degree (west) heading. If the compass does not indicate 270, adjust the east-west compensator to split the difference as in the above step.



You are now ready to swing the aircraft around the headings. Starting with the current heading (270) mark down the actual reading on the compass. Turn the aircraft around the compass rose at each 30-degree heading and record the compass readings. Ensure there is not more than a 10-degree difference between any of the indicated headings on the compass and the actual heading. If the compass can't be adjusted to meet the requirements, install another one.