

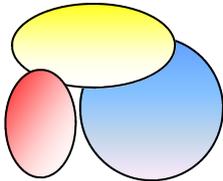


Light Aircraft Association

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



# Bristol Wings



## Newsletter of the LAA Bristol Wing

April 2009

### NEXT MEETING - 'WEATHER' TO GO OR NOT?

#### 'Online weather resources for trip planning'

How often have you planned a flight and then, on the day, on the morning in question had to decide if it can go ahead or not because of our wonderful British weather? There are many online resources available to help make that decision, and this month we'll be looking at some of them.

**On Thursday 9th April** we'll all gather together in our usual room from 7.30 pm and try out a few websites, checking their pros and cons. If you've got a favourite one do come along and share it with others. This will be a 'do it ourselves' evening using our own resources and there'll also be plenty of time to chat about all things aviation related, so bring along any friends who may be interested as well.

### LAST MONTH - MODEL AIRCRAFT

John Stennard, who is a regular contributor to two Radio Controlled Model magazines, made a welcome return to our meetings and this time he brought with him a wide selection of indoor model aircraft. These he expertly demonstrated in the confines of Room 4 to an appreciative (if slightly nervous) audience!

Starting with the cheaper two channel 'toy' miniature helicopters, widely available from retail stores, John progress up the range available on the market through to the fully controllable four channel scale 'NOTAR' helicopter, and a harrier. After a brief interval everyone was then treated to a display of aeroplanes, starting with a delightful little ornithopter through the beautiful 'gossamer winged' miniature and on to much larger very durable 'Depron foam' planes.

John also explained how technology has progressed in very recent years, mainly in the region of batteries but also in materials - foams and carbon fibre being two examples.

It will be interesting to see how long it takes for this technology to percolate through to full sized permit aircraft.

Thank you John for a very enjoyable, interesting and informative evening.



*Demonstrating a miniature helicopter to an appreciative audience*

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#### 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 in April

Free landing vouchers for April in:

**Flyer Magazine:** Ashcroft, Bellarena (Ulster GC), Sutton Bank (Yorks GC) and Sutton Meadows (Cambs M/Ls)

**Pilot Magazine:** Eshott, Beverley (Linley Hill), Enstone, Headcorn, Wickenby, Wolverhampton (Halfpenny Green)

**Today's Pilot:** Bagby (Thirsk), Campbeltown, Eshott, Old Buckenham, Sandtoft and Tiree

**Light Aviation (LAA Mag):** Cromer (Half price) and Roserrow

### Easter Sunday 12th & Monday 13th April 2009

Halfpenny Green - See LAA News on page 3 for details

**Easter Sunday** Wessex Strut Fly-In at Henstridge Airfield EGHS Tel 07760 176 116 for details

#### **Forthcoming Devon Strut fly-ins:**

**2nd May** Bodmin Pete White 07774-017704 / 01208-821419

**3rd May** Bolt Head - STRICTLY PPR John Kempton 01548-842057

#### **Also**

**3rd May** Informal Spring fly-in at Caernarfon Airparc, where the new terminal building and cafe are now open, limited camping is available and B&Bs abound. The event is PPR and all participating aircraft must have £500,000 third party insurance. Phone airport for details - 01286 830 800 - a/g 122.25 - 100 avgas- 9am to 5pm

#### **Local RAeS Event details :**

**Date:** Tuesday 21st April 2009,

6.00pm AGM then at 6.30pm

**Title:** The challenge of integrating the F35B Joint Strike Fighter into CVF

**Speaker:** Cdr Andy Lison, Capital Ships Aviation Manager

**Location:** Room 1, BAWA Leisure Centre, Southmead Rd, Filton

To most people,  
the sky is the limit.  
To those who  
love aviation,  
the sky is home.  
anon.

## Looking further ahead into summer

**15<sup>th</sup> August** (16<sup>th</sup> as back up) - Lydeaway Fly-In (in the Pewsey Vale between the Lyneham Zone and Salisbury Plain)

The fly-in (including BBO and refreshments) is free in exchange for a couple of short joyride flights for local residents. Strictly PPR and register your interest to Nigel Charles: [nwcmc@tiscali.co.uk](mailto:nwcmc@tiscali.co.uk)

## Future Bristol Wing dates for your diary

**9th - 10th May** - Great Vintage Flying Weekend at Kemble - See Steve's note on page 3.

**Thursday 14th May** - 'Jets at Sea' Talk by Leo Marriott

**Thursday 11th June** - 'Airspace Infringement'

## Members' News

Back in September we reported that Andy Ferrington, another of our (now not so) Young Eagles, gained his Frozen ATPL with CityJet, and that his Type rating as Second Officer on the Avro RJ85 (BAe 146) commenced in October in Dublin, flying out of London City airport and Paris. Andy was recently in touch and sent the following: *"I am currently in Paris, and I flew to Florence and back to Paris today with 56 passengers for the very first time! It was simply an incredible feeling, it went really well. And nothing can beat being at the controls of the jet, 250kts, 4000ft with the lights of Paris and Eiffel Tower at night as a panorama just in front of you. Breathtaking. Its real now. I made it!"* Andy made that momentous flight on Friday 13th March! It's wonderful to hear such pleasure and good to know Bristol Strut set you off all those years ago on the road to finally achieving your dream. Congratulations Andy.

This is the last mention of Ian from me - there will be a final opportunity to say farewell when his ashes will be scattered from DENS along the runway at Garston Farm on the afternoon of Friday 8th May. I would also like to say a very grateful thank you for all the generous donations to the Motor Neurone Disease Association in his memory. Received so far is the fantastic total of £1,163.00!

A terrific tribute to him, thank you very much indeed, Mary.

### Great Vintage Flying Weekend - LAA stand - Bristol wing

When we had a National Rally, Bristol Strut traditionally ran the aircraft sales park over the three days. Fond memories they were, as was the Rally. As well as helping PFA we also met lots of people and talked aircraft non stop. We generally had a whale of a time and some of us, me included, miss those days. Some of you may also be aware that, to ease the load on LAA HQ, the National Council has suggested that Struts take over running LAA stands at a number of events this year. The plan is a strut local to the event takes on and runs it each year from here on.

The closest to Bristol is the Great Vintage Flying Weekend at Kemble, this year on 9th -10th May and I have suggested Bristol take that on, See <http://www.gvfwe.co.uk/> for event details.

I'm getting details now but basically we would man the stand on a rota as we did with the sales park. We would pick up the LAA billboards and some stuff to sell on the stand from HQ just before the event. Note that the LAA will cover our outgoings not the Wing's meagre funds. I'm checking logistics and arrangements now.

If you fancy getting involved I'll ask for interested parties at our next meeting. My guess is six people would be ideal to allow a relaxed rota. I'll have more info by the 9th April meeting.

Steve

### News from LAA HQ

**Postage** - Incredibly, after 3 years, correspondence is still being received by LAA HQ with insufficient postage on (due to the PIP system introduced in 2006). The LAA are charge £1.06 for each underpaid letter. We have continued to pay for these charges, which is currently costing around £50 a month, so would ask our members to PLEASE ensure the correct amount of postage is paid.

**Rougham** is now under threat and Peter Kember would like anyone who has flown in there to send photocopies of the relevant sheets of their log book to him as soon as possible: Peter Kember, Kember Loudon Williams, Ridgers Barn, Bunny Lane, Eridge, Tonbridge Wells, Kent, TN3 9HA

**Halfpenny Green Airport** will hold an event on Easter Sunday 12th & Monday 13th April 2009. There will be a general aviation fly-in and pleasure flying along with classic cars, motor cycles, exhibits, 1940s re-enactors, large model aircraft flying, aircraft cockpits and more. Visiting public will be charged an entry fee but we have no idea what numbers to expect.

Several aircraft owners have previously expressed a willingness to display their aircraft to the public and be on hand to talk about their aircraft and flying in general. If you would be willing to do that on one or both days please let me know. We can determine a suitable area for such an exhibition which will be an unusual attraction for many of the visiting public, improve their awareness and appreciation of flying and might prove to be crucial in attracting new, young flyers to sport and commercial aviation.

Please let me know if you are interested. Tony Rowlands - Tel 01384 221378

The General Aviation Group of the Royal Aeronautical Society together with the LAA is holding a **Cockpit Design Competition** this year. The competition is aimed at the design of cockpits for home built aircraft in the maximum-all-up weight range 450 – 600kg. First Prize for the winning entry will be £1,000 and the Second Prize £500. Details of the scope of the competition, and other information for entrants, can be downloaded from the Society's website - <http://www.raes.org.uk/conference/PDFs/GAGComp09.pdf> or alternatively these details can be sent by post, fax or email on application to Emma Brown, Royal Aeronautical Society, 4 Hamilton Place London, W1J 7BQ Tel: 020 7670 4373 Fax:020 7670 4349. e-mail: [emma.brown@aerosociety.com](mailto:emma.brown@aerosociety.com) and the last date for entries to be received is 31st October 2009. The Society hopes to announce the results of the competition at the General Aviation Group Conference to be held on 24th November 2009.

Following a meeting in Paris between LAA and Zenair management in January, including Zenair designer Chris Heintz, **modifications to the CH601XL design** have been drawn up and accepted by the LAA for 'trial fit' as a 'UK modification package'. The CAA have checked the LAA proposals but are also awaiting news from the Dutch authorities who have been doing parallel studies. A lead aircraft has been identified for testing the modifications, which involve reinforcements to the wing attachments, centre section spar and the addition of aileron mass balances.

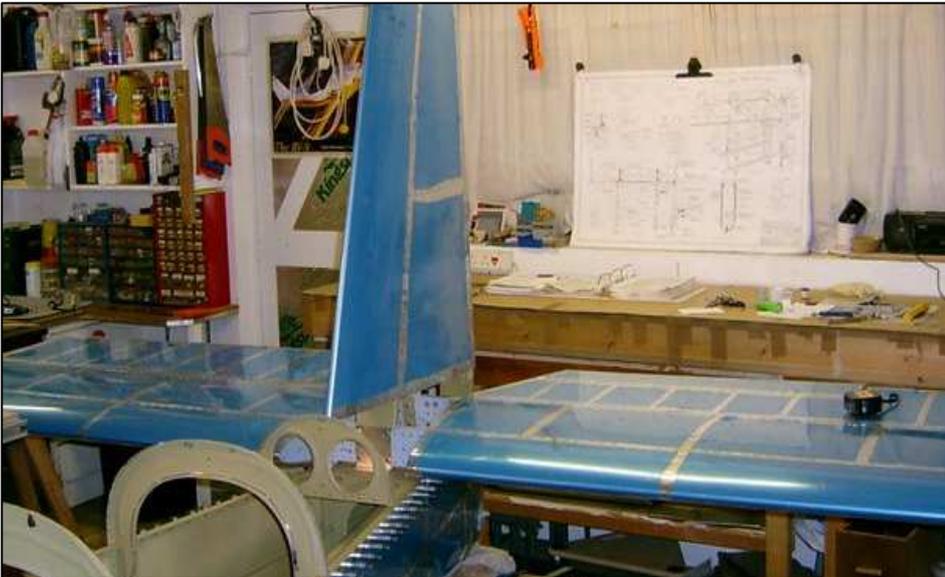
The modification of the lead aircraft is underway under the supervision of LAA inspector Gary Johnson.

*Wing Member John Mapplethorpe has been industriously working away in his garage/workshop for the last few years and now he gives with us some idea of what's involved in building a dream.*

## RV-9 Build

It had long been an ambition to try a kit build but lack of time and money put this firmly on hold until redundancy provided the opportunity for self employment and the chance to have a go.

Around 10 years ago we started looking seriously at the more established kits and, after an impressive flight test, seriously considered the Europa. However, the landing challenges of the monowheel, and the prospect of hours sanding fibreglass, plus a chat and metalworking session with Harry Hopkins of the Gloucester Strut, finally led to looking at the Vans RV series. Wanting side by side seating, the choice narrowed to the livelier, and now aerobically approved, RV-7 or the slower RV-9 more in keeping with my limited experience. It was the latter. The choice of nosewheel or tailwheel was determined by mainly grass use and the rather too frequent accidents involving RV nosewheels digging in.



*The empennage still with its blue protective wrapping*

The garage/workshop was prepared, then some specialist tools purchased ready for the empennage section of the four part kit that arrived in early 2004.

With pretty average DIY abilities, I looked forward to an 'average' 2,000 hour or two year build putting in around 20 hours per week. With a few extras such as a wing leveller and Dynon EFIS plus the additional care demanded by such a project, 2,000 hours turned into nearer 4,000 and an extra two years.

A 45 hour Lycoming O-320 from a fallen Robinson R22 was located in the Fen Country and purchased for a reasonable price. Isenburg Engineering at Southend passed the engine as fit and it fired up first time last October.

We didn't completely escape fibreglassing. The wheel spats and fairings were time consuming and demanding tasks and we often emerged from the garage a whiter shade of pale and eternally thankful we didn't have to build the whole aircraft in the stuff.

Just as challenging, and certainly more nerve-racking, was cutting, shaping and drilling the canopy to achieve a good fit with the fuselage. Serious mistakes here such as cracking around the many drill holes would seriously punish the wallet. Care, heat, the correct drill bits and luck enabled us to get away with it.

My special weakness was the electrics and the panel design and finish was a project in itself. Seemingly miles of plain white wire (why no colour coding??) which, in spite of Vans' excellent plans, lead to much confusion usually of my own making. I leant heavily upon local knowledge with both Ray Harper, our LAA inspector, and the late Ian Leader coming to the rescue on more than one occasion.

At many stages of the build an extra pair of hands is essential for lifting, turning or double checking a procedure has been correctly carried out and we were fortunate in having many friends and neighbours on hand to provide muscle power when needed. A special thanks must go to my wife Sally for her endless patience and ready availability to assist with whatever task presented itself, especially riveting. After some 14,000 rivets she became a skilled riveter but won't lose any sleep if she never sees another.

Our engineer friend and neighbour Robert was always on hand to give a fresh perspective to the sometimes puzzling issues that arose and his generous loan of a variety of tools much appreciated.

A special word of appreciation must go to manufacturer Vans' technical support team who were always available to assist with any difficult issues and the UK RV Squadron website provided helpful tips and advice as well as the occasional loan of a tool or spare part.

We managed most of the trim and upholstery ourselves but left the seats to a professional auto trimmer and are very satisfied with the finish he achieved.

After considerable research and discussion we finally came up with a paint scheme and trusted the work to Andrew Symmes. Andrew, an enthusiastic pilot, has painted a number of aircraft and the disassembled pieces were taken to his up to the minute spray shop in Yeovil. Final



assembly was completed at a local farm strip and taxi testing finished last October. The project was put on hold over the winter and now the necessary LAA paperwork has been sent to Turweston for approval to test and to finally see if the RV will do what it says on the tin.

*Ready for certification to go flying!*



*The completed panel looking splendid*

*Tom Geake has sent in this amusing slant on that annual dreaded event - the medical.*



### ***I learned about Flying Medicals from that...***

28<sup>th</sup> January 2009

*There comes an age and state of decrepitude when it is unwise to change AME, so I still go to the very helpful one who was nearby when I worked in Kingston upon Thames. I arrange to be first on his list so that I have time for a day out in Town.*

*The weather was much worse than forecast and at times I was almost driving on instruments. A generous time allowance evaporated on the M3 at 10mph, but aggressive driving and quick seizure of opportunities got me to the surgery with three minutes to spare.*

*The next crisis was that I had forgotten to bring my prescription for spectacles, so I had to negotiate with the practice nurse to whom most of the work had been delegated. If I could see unaided for the distance test, and pass the near point one with my bazaar 2 dioptre specs, wouldn't that do? After all, that is how I fly. Common sense prevailed, but I felt that all was not going well.*

*At my age one has incipient heart trouble by law, so an ECG was necessary and the AME had a new, CAA certificated machine that would report everything to Big Brother at Gatwick. I tried to be calm and submitted as graciously as possible. The output was a blank sheet of paper. As far as the CAA was concerned, I was dead. The practice nurse had the right priority, because if dead, the AME could hardly ask for his fee. So I had a second test, free.*

*Then the blood pressure. Unclench the fists, breath deeply, relax really seriously and think of calming things, just like they tell you on stress management courses. The result was horrible: I could have a stroke at any moment. A second test showed a much better result, but still a failure, so the nice nurse wrote the result on a piece of paper. I had been rehearsing at home for the blood pressure test and for a month had had results well within CAA limits. I spent the rest of the time paying no attention, trying to rehearse my negotiating speech to the AME. Does the CAA tolerate any blood pressure treatment? My hypertensive friends have told me that one gets pills that are powerful diuretics. Will I have to fly with an incontinence bag? Is there a CAA approved version?*



*The AME poked around, peering as they do into eyes, ears and throat, and checking that my hernia scars are still to CAA requirements. Then another blood pressure test, with values pretty close to those I was enjoying at home. Does incipient despair lower blood pressure? Should I go on a course of self-hypnosis for next year?*

### **For Sale**

Share available in G-BUVA, PA22-160 Tri-Pacer, hangared at Oaksey Park, near Cirencester.

New engine 2008, friendly group, 1/10 share £2,500, £70 per month, £61 per hour.

Good availability. Contact Dave Wood, 01666-577115,

e-mail [bwkdave@btinternet.com](mailto:bwkdave@btinternet.com)

