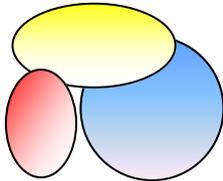




[www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)



# Bristol Wings



Newsletter of the LAA Bristol Wing

April 2013

## NEXT MEETING— Avionics with Manuel

We are very lucky to have Manuel Queiroz coming to talk on, and demonstrate modern glass cockpit avionic systems for GA.

This meeting will take place on **Wednesday 3rd April**, gathering in Room 7 at BWA from 7.30 pm for the start at 7.45 pm



Directions to BAWA can be found on our website: [www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)

*Manuel Queiroz with Trig, Aspen and Garmin avionics*

## BAC Easter Sunday Cream Tea - Sunday 31st March 2013, 11am onwards

We have been warmly invited to join BAC at Kemble. Home made cakes will be available (or for something more substantial why not try the newly refurbished AV8)? Please can you advise Brian Graham via [Brian.Graham@baesystems.com](mailto:Brian.Graham@baesystems.com) if you can make it on Sunday so that he knows approximate numbers for catering? **Free landing voucher in March Flyer.**

## LAST MEETING— B-36 Peacemaker

Last month Paul Moran gave us a talk, well illustrated with photos and film, of the amazing Convair B-36 Peacemaker. With 6 pusher propeller engines and 4 booster jets, and a range of 6000miles, it was the largest mass-produced piston engine aircraft ever built. Paul covered its origins and development, including the fascinating airborne nuclear reactor variant, and the operational FICON system where the B-36 mother-ship carried its own reconnaissance fighter. He also took us on a most interesting side trip into earlier parasite aircraft research. Finally he described his recent excavations of the crash site of a B-36 near Lacock.

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## CAA News

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

**Safety Data - Occurrences report February 2013** : <http://www.caa.co.uk/docs/33/02%20Feb%202013%20General%20Aviation%20Report%2001%20February%202013%20and%2028%20February%202013.pdf>

**CAP 413 Radiotelephony Manual Amendment 4 to Edition 20**: <http://www.caa.co.uk/docs/33/InformationNotice2013034.pdf>

This will be published on 4 April 2013 and in addition to minor editorial and administrative corrections, the following amendments have been incorporated: Omnidirectional Departure ; Aerodrome Flight Information Service Phraseology; Minimum Safe Altitude Warning; Resume Own Navigation; Distress and Diversion Cell

**IN-2013/041: Revised Arrangements for Applications for Approval of Maintenance Programmes and Amendments to Maintenance Programmes.** From 1 April 2013, owners and operators of Non-EASA Aircraft applying for an initial or repeat exemption from specified requirements of the Air Navigation Order should make an application by completing form SRG 1754. This form will be available from the CAA Airworthiness Forms website. <http://www.caa.co.uk/docs/33/InformationNotice2013040.pdf>

## Picture Quiz

Last month's 'What and Why' Picture Quiz

Answer: NC-131H Convair.

**Neil Wilson** (Editor of Wessex Strut newsletter) sent in the correct answer with this comment:

Have seen this at Wright Patterson airforce museum at Dayton Ohio

Of all the places my sister-in-law moved to for 3 years it was here.

So off we went!

And **Phil Matthews** (CFI Cotswold Aero Club Glos) added the following:

I'll go for a Convair NC-131H conversion with an extended nose incorporating a separate cockpit as a Total In-Flight Simulator.

This month's picture is below and Trevor says:

I think I made it too easy last month by showing the whole aircraft - just the nose should have been enough. So this month's is a bit harder. It's another in the "What and Why" series, but I'm only providing half an aircraft this time. As a clue: "if I provided the other half, it would again be easy!"



**Question:** *What is the aircraft and why?*

## March Picture Quiz

We have had some interesting correspondence following on from the Gnome Ward Picture answer in March:

Barry Hunter wrote: *I was interested in your photo of the Ward Gnome which featured in your March newsletter. My aeronautical partner is Mick Ward whose father was the Ward in the photo. Mick Ward the elder, built three homebuilts and two were his own design. As far as I know all three are hanging in one of the hangars at Brighton.*

And Mick Ward (Jr) offered this further information: *It was indeed circa 1967, at Wigsley A/F Lincs. Another example can be seen at the Newark Air Museum. The other two he built were another of his designs, the Ward Elf, and a Flying Flea, Pic attached.*



## Where to go...

Free landing vouchers for **April 2013**

**Flyer:** . Barra, Benbecula, Campbeltown, Islay, Kirkwall, Stornoway, Sumburgh, Tiree, Wick John O'Groats. (Great if you're planning a trip to Scotland!)

**Pilot:** . Chiltern Park, Exeter (if fuel uplifted), Netherthorpe, Perth

**Spring issue, valid 15 Apr - 12 May.** Bodmin, Coventry, Newtownards, Retford

**Henstridge Easter Fly-In** is on **1st April (Easter Monday)**.

The Wessex Strut is celebrating the 70th Anniversary of Henstridge Airfield and the opening of HMS Dipper (as it was called during the war) . It's free landings to everyone and there are no advance bookings necessary. All they ask is that visitors first look at the joining instructions available on both the [EGHS](#) website and [Wessex Strut](#) website. **Please note the airfield will be closed from 1230 to 1400 for a ceremony and displays.**

*The airfield are offering UL 91 at the price of £1.70 a litre so if you need fuel when you fly in then please display an F in the cockpit window on arrival.*

If you happen to know anyone who worked on the building of the airfield or was employed during the war as well as afterwards when Bristow Helicopters were based there please can you put them in touch, (let Mary know and she'll pass it on ) as they would like to build up a history with personal stories if possible.

**Next month's Wing Meeting—Wed 1st May** Ian Seager Publishing and Managing Director of Flyer Magazine

**Saturday 13th April.** Fenland Vintage Aircraft Club Daffodil Rally—PPR—Contact Steve Slater: [ss@kingpinmedia.co.uk](mailto:ss@kingpinmedia.co.uk)

**Forthcoming Devon Strut events for your diary:**

**APRIL 27th & 28th** Roserrow Fly-in, at The Point golf course, Cornwall PPR Contact 07807 474556

**NB** If you intend flying into Roserrow please contact Mary Leader for the latest Airfield Guide

**MAY 11th** Bodmin, Cornwall Flying Club (Themed – Dambusters, fancy dress welcomed) Contact; 07805 805679/01208 821419.

**JULY 19th - 21st** Dunkswell- 70 year Anniversary Aero Rally- Vintage and Classics welcome. Contact; 07776 075996/01404 891643.

**AUGUST 4th** Lundy Island fly-in, PPR is essential. Contact; 07805 805679

**SEPTEMBER 8th** Watchford Farm Annual Fly-in. Contact; 07779 143439

**Flying is not  
dangerous  
-  
crashing is  
dangerous**

## Skittles Evening

**BAC v Bristol Wing  
Friday 12<sup>th</sup> April  
7pm for 7.30**

Hot and cold buffet  
Royal Air Force Association Club, Eastfield,  
Westbury on Trym, Bristol BS9 4BE  
NB: Eastfield is off Eastfield Road

**Partners very welcome**

If you plan to attend, please advise

[trevor@bristol-wing.co.uk](mailto:trevor@bristol-wing.co.uk) to help catering estimate.



**Bristol Aero Club v Bristol Wing Skittles Challenge  
7:00 for 7:30 Friday 12th April**

## LAA and YES (Youth and Education Support) Events.

**Aviation Themed Education Conference—Saturday 27th April** 10.00—16.00 No charge for this event but normal museum entry will apply.

**Airmanship Awareness Day—Sunday 28th April** 10.00—16.00 Fee: £30 including museum entry

Both these events take place at Brooklands Museum, Weybridge, Surrey, KT13 0QN

Contact Stuart Luck : [captainluck@hotmail.com](mailto:captainluck@hotmail.com) or Tel: 07974188395 for further information.

## NEWS—STOP PRESS

Richard Dunevein-Gordon has decided to relinquish his role as Chief Executive of the Light Aircraft Association with effect from 28th March 2013. He leaves with our best wishes for the future.

The search is now underway to find his replacement. During this period, Graham Newby is acting CEO.

## EDWIN'S ECCENTRICITY Part 5

*Continuing the story from mid June 1995*

Tim Manna had promised me a flight in his Jet Provost T5 when I reached a total of 550 (after the Gnat which was No 500). Again from Cranfield, I was quickly appreciating the JP agility but the rather wet day restricted the flight envelope.

At the PFA Rally, 12 days later at Cranfield, I flew in a Piper Seminole then in a Tri Kis two seater. Tony Young flew me from Henstridge in the only UK registered Partenavia P.64 (2 seater). An IS28M motor glider flight from Shobdon completed a light-plane quartet.

An absolutely different experience was in a Lake LA-4 Buccaneer amphibian from Portland Harbour; on the inaugural flight, strong winds in the lee of the harbour wall decided the pilot to divert to Compton Abbas airfield.

Three more light-plane types to follow were a Marchetti S205, Aero Visions Celebrity and Lancair 320 contrasted by a 120 ft high, 4 legged Cameron Pylon-shaped hot air balloon from Ashton Park, Bristol. Wind direction towards the Bristol Channel dictated a short 7 minute flight.

The European Microlight Championships at Little Rissington provided a sextet of new types (on 4 visits) in August 1995 and very varying countries—Belgian built and registered Dynali Chickinox, Czech registered TL-Ultralight, German registered Rans S12 Airaile, Polish B&F FK-9, Rieu Colibri gyro (flown by Michel Rieu around the complete perimeter track) and a Russian Aeroprakt 20.

In mid September I went on a George Pick Aerotour to Bulgaria and Romania, flying to Bucharest by Tarom A310 Airbus. A planned flight in an Antonov An24 was cancelled so I went solo from Sofia to Varna on the Black Sea, about 1 hour each way for my 566th type! We visited several military bases and flew in an An2 (not new!). Highlight of the year was a short trip from Bournemouth in the early 50s A W Meteor NF 11 flown by Mike Henwood. In contrast was my first Renegade Spirit from Haverfordwest.

A distinctly new type was a BA Boeing 777, London-Paris (night stop) - London with Reg Bloomfield.

In contrast I flew a return flight (Bristol to Exeter) in the very rare Allison Turboprop Bonanza. Then two trips to Haverford- west where I flew, at last, in an Auster J-2 Arrow and then in a Cessna 150 (not new) and we flew over the oil leaking 'Sea Empress' tanker and the extremely rare sight at the airfield of 6 Dakotas and 2 Cessna Titans on oil dispersal duty.

On an Aeroprints trip from Southampton in a Jetstream 41 we flew over the Isle of Wight. Then a trip to the KZ Rally in Denmark started from LHR in a BA Boeing 757 to Hamburg then hire car to Stauning. A most fantastic visit resulted in adding 6 new types—Bucker Bestmann, KZIII, Braendli BX -2 Cherry, Globe Swift, Piper PA-11 and KZ IV. The latter was built as a air ambulance during the German occupation and saw regular service. I was a designated crew member, was the only person to fly in it, then it was immediately pushed into the KZ museum where it is an exhibit.



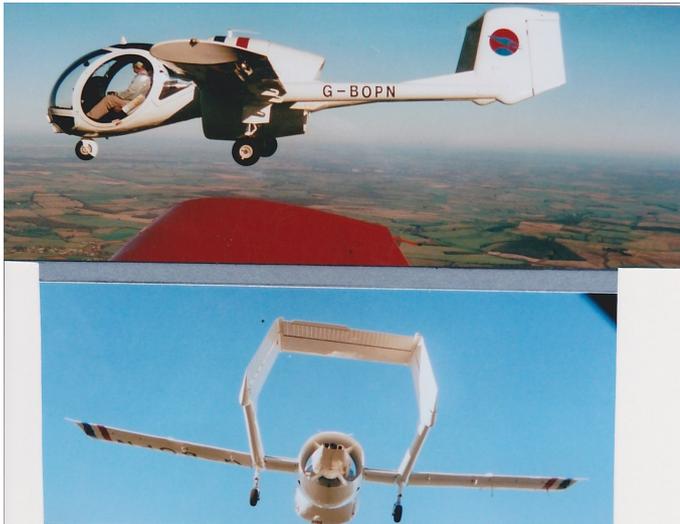
*KZIV Edwin's 578th type*

A long awaited trip in the Jersey based Hunting Pembroke materialised in a flight from Shoreham to Middle Wallop for the Army Air Corps display. On the Balkans trip I met Eric Bucklow (who flew for BAe Warton) and he fixed me a flight in the Blackburn B-2 from Brough. It now lives at Old Warden. At Vic Norman's private air show at Rendcomb I was really privileged to fly in the Norman NAC-2 Freelance with designer Desmond Norman.

Another privilege was to fly in an Avro 504K replica (Warner Scarab engine) that was built by Tony Ditheridge from White Waltham. Memories were of the 8 wing struts—very drag and noise producing.

The 1996 PFA Rally proved very fruitful with 4 more new types. First of all was a HAPI Cygnet then a Tecnam Echo (first Portuguese registered aircraft at a PFA Rally) Then I flew in the second built Stoddard Hamilton Glastar which had been flown in from Oshkosh to Berlin (with one 11 hour leg). Fourth type was a Canadian built Murphy Rebel. Two days later I flew in the 6 seat turboprop Socata TBM700 from Staverton.

Whilst driving near to Cheddar there was a hot air balloon gathering which included a Cameron N133. The pilot was Clive Bailey. A couple of months later I was flying with Clive in this balloon and this was the start of a friendship.



Brooklands Optica

I had a 5 minute flight from Branscombe in an Enstrom 280 Shark (a long sought type) then at the 1996 Bristol Balloon Fiesta I was airborne in the bizarre Cameron Sonic the Hedgehog, my 20th balloon type. Fixed wing light-planes were Bede BD-4, Zenair 250 and WagAero Cuby within 2 weeks.

At the 1996 Eurocopter event at Kidlington I flew in the 3rd prototype Eurocopter EC-135. The Chief Pilot and 3 evaluation pilots were spread on the 38 minute flight.

At the 1996 Farnborough Show I had a useful conversation with the FLS Chief Engineer/Chief Designer Martin Dix at their stand alongside the Brooklands Optica and FLS Sprint, resulting in flights in both with the 'other' taking super photos—and back to Bournemouth Airport.

Another helicopter type for me was a Bolkow BK117 nine seater. After a 10 minute winching exercise (not me!) and a cross country sortie it was ready for the Devon Police!

There were only two Bell 222 helicopters in the UK and, eventually, I flew from Blackbushe (in a rolling take off!) over Richmond Park and Putney Bridge to Battersea heliport in 19 minutes (back by rail and road).

Next type was the only DH82B Queen Bee. It is basically a Moth Major wooden fuselage with Tiger Moth wings—37 minutes in the only existing one.

Next type is the only UK example of the 1938 built Aeronca Model K, flown from Sandown, Isle of Wight, then contrasting was a Glaser Dirks DG-505 Orion from Nympsfield, my 24th glider type.

Very different was the parasol winged, pusher engine, open cockpit Woody Pusher at the 1997 Henstridge Fly In.

Bristol Aerospace Flying College operated 9 Swiss AS 202 trainers at Prestwick, the only UK examples (only 177 were built) . BA Captain Chris White flew me from Franklyns Field to Prestwick (in his Maule M5) where an instructor (pre-arranged) took me on a full aerobatic routine—the only UK club/college in which I had not flown (18 minutes plus 4 hr 50 minutes total transit!).

Next day, in contrast, I flew in the first New Zealand Micro Aviation B22 Bantam microlight near the Severn Valley Railway. A new experience for me was in a Benson B-8 Gyroglider. Towed by a car from Kemble, we did two flights and I was able to photograph the released tow cable.

The Cranfield 1997 PFA Rally was fruitful as I flew in the Dyn'Aero Ban-Bi, Pottier P170, Smyth Sidewinder and a LET 200 Morava. Ten days later I drove to a Shropshire home where I flew in an Enstrom 480 helicopter from the owner's back lawn! A long, long awaited trip was in a Miles M14 Magister in its WW2 all yellow paint scheme, the colour scheme that I remember from my very distant past.

Geoff Green had promised me a flight in his unique

Avro Lancaster



BA Eagle over a 5 year period and I had 23 minutes airborne from his airstrip near Bath in August 1997—No 622.

A special privilege was to prepare an article on the BBMF Lancaster for the 1998 RAF Year Book. I was able to spend time in the mid upper turret as we flew below 1,000ft in a circuit over WW2 Lincolnshire bomber bases. Time was then shared in the Wireless Operator's seat and a quick visit to the flight deck—all in 43 minutes. Quite a surprise was that the Captain, Squadron Leader Dave Buchanan, flew the Shackleton on my sortie almost 21 years before!

Later in the day I flew (from a prior arrangement) on a Dornier Do-28D Skyservant parachute flight from Hibaldstow which disgorged 5 tandem jumpers but NOT me. Just one week later I flew in an Auster T7 (in military colours) from Popham then 2 weeks later my first flight in a Hughes 500 from Gloucester to Redhill—returning with Peter Turner.

Soon after I was pleased to fly in a Vampire T55 from Swansea; a type that I knew well as it screamed in and out of Filton in the '50s.

Suckling Airways gave me a free flight, Luton-Paris-Luton and I was invited to the jump seat for the return flight (7.11.97) No 630.

Next type was the Stinson 108 Station Wagon owned by Martin Ryan flown by Martin Ryan and others from Garston Farm, Marshfield.

Last flight in 1997 was in the Czech LET Z-37 Cmelák from Henstridge (owned by John Richards but flown by Tony Young). Rather different next was in a Cameron A275 balloon (on its maiden flight) with 12 on board and then on a charter Embraer 145 50 seater from Southampton.

Absolutely different was in the Delta Jet's 'black' Hunter T7 flown by Martin Stoner from Kemble. I asked for a low level run at Filton then it was pilot's choice of a max power climb (4000ft/min), views over

the Bristol Channel then a 450 knot descent and a parachute landing to complete a fabulous 24 minutes.

Mark Jefferies had been promising me a flight in his Yakovlev C.11 which materialised at North Weald with a loop, roll an hesitation roll—all in 7 minutes.

In the words from my photo album: "I had a most remarkable day at Woodford on 4th June 1998 leading up to their annual air day". First flight was in a Lockheed C-121 Constellation which had flown in from Gander in 9 ½ hours on the previous day (last one in the UK was 20 years before). Second type was a Douglas C-54 Skymaster—then the two aircraft joined company for a photo session with a superb duo shot.

Final flight, in absolute contrast, was in the 1926 built Avro Avian. This DH Moth look-alike was sold brand new to Australia. It was restored by Lang Kidby then airfreighted to Amsterdam to make a return to the UK. Lang Kidby took me for a brief sortie in a type that I never dreamed that I would see in the sky, let alone fly in it.

Four days later I met up with Peter Turner for a taxi ride to Kemble to collect a Cessna Citation—7 minutes to its Staverton base. "Eurocopter in the UK 98" at Oxford airport was the chance for me to fly in the 3rd production EC-135 helicopter which had flown in from Denmark, my 45th helicopter type. Two new types in one day! Then at the PFA Rally (Cranfield) I was able to fly in a Flight Design CT and a Nicollier Menestrel.

A rather different day (after 7 months negotiation) I went to the Defence Helicopter Flying School at Shawbury. I had 53 minutes in a Bell 412 Griffin helicopter, starting with landing in confined landing spaces (surrounded by high trees!) some hovering (including my efforts) then a low flying experience.

Yet another surprise was a 30 minute flight from Rufforth, Yorkshire in an Aeromat Super Ximango motor glider which is a Brazilian development from the Fourrier range.

## Housing proposal at Wellsbourne

**PLANNING APPLICATION ref 13/00510/OUT** concerning the building of 99 houses and associated amenities on the old car storage area immediately to the east of the extended centre line of runway 18. Make no mistake this would adversely affect flying activities both immediately and long term and your support to prevent this development is essential.

The contact is STRATFORD-ON AVON DISTRICT COUNCIL, Church ST CV37 6HX or e-mail your comments to them at:

[Planning.applications@stratford\\_dc.gov.uk](mailto:Planning.applications@stratford_dc.gov.uk) Robert Weeks, Head of Planning, quoting the above reference. Comments must be received by **Tuesday 9th April**, either by email or letter. More Information can be found on Stratford-on Avon District Council, [planning/planning applications](http://www.stratford-on-avon.gov.uk/planning/planning_applications) and also at:

<http://www.wellsbournearfield.com/newsandevents.htm>