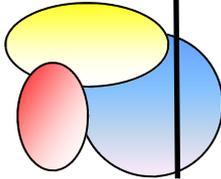




www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

February 2008

NEXT MEETING - R.C. MODEL SHOW

Our next meeting is on Friday 15th February in room 4 at BAWA. The day was shifted because we had arranged for John Stennard to come along for a talk on model aircraft and we needed a bigger room in order to demonstrate the small indoor flying models. Unfortunately, John has now had to cancel because of family reasons, but we will go ahead anyway with the same theme! Many of our Wing members started their flying with models, and many were part of a model flying group in the early years. If you are one of these and have any photos of models, and stories to tell, please bring them along on Friday to share with us. Indeed, if you have any model aircraft at home, either indoor or outdoor, we would be pleased to see them. The evening will be informal and fun, and there will be small electric flying machines buzzing around the room at times! We will bring the laptop and projector along with a model simulator, so anyone with digital pictures or videos can also display them on the big screen. We expect to have a professional model pilot with us to give demos and tips, so come along and enjoy a fun evening.



We wish John a speedy resolution of his problems, but fully understand that family comes first! He has arranged with Steve to come along in May instead, when he will talk to us about a Lancaster that went missing during the war, with his uncle on board as the flight engineer.

LAST MONTH - RIN MEETING



The Wing was pleased to host a Royal Institute of Navigation open evening for regional pilots last month. The subject was GPS for GA. It was well attended with about 75 pilots present. John Gentleman, Mark Batin and David Cockburn with his RIN hat on rather than his CAA hat, all came along.

After John's overview Mark's talk covered the technical aspects of the GPS system including EGNOS position enhancement, the European version of the US WAAS system. Without EGNOS accuracies are plenty good enough for VMC but these systems are designed to improve the accuracy enough to allow GPS instrument approaches where allowed.

This all seemed very reassuring until Mark also told us that small GPS jammers are now on open sale in Holland. People use them to block the GPS road pricing systems in their cars and trucks on roads in that country. They are very low power but there is a possibility that a Dutch driver in this country could inadvertently jam our airborne GPSs too. Mark also mentioned that some radio frequency harmonics can interfere with what is after all a very low power transmission from something way up in space. It's a good idea to mount a GPS antenna away from avionics if possible. Work is in progress to mitigate this using an evolution of Loran called E-Loran to back up and further augment GPS. E-Loran signals are very low frequency so almost impossible to jam.

Inside this issue:

RIN meeting	1
Where to go	2
Member's Wings	2
Picture quiz	3
The man on the ground	3
Flying in snow	4-6

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:

Ian & Mary Leader
01275 541572
e-mail:
ian@pfabristol.flyer.co.uk
Editorial address:
7, Cantell Grove
Stockwood, BRISTOL
BS14 8TP

Continued over →

→ David talked of the pitfalls of not putting together a traditional PLOG for a trip and just flying the magenta line on the GPS. Many obstacles and things to avoid like glider sites or parachute drop zones are not on standard Jeppesen databases. Also an alternate airfield needs to be planned on the ground not on the fly. Planning errors increase exponentially in the air when we are busy. For example relying on the "Nearest" or "Goto" buttons without reference to a chart might lead one to overfly a GVS just as it dumps gas. Not illegal but flying into a cloud of methane with a hot engine may not improve your day.

Much of what was said was common sense but it is so easy to drift into relying on just one nav aid. GPS is the best invention since the compass but the radio spectrum is getting noisier all the time and one day we may be caught out especially if the Dutch are about!

Our thanks to RIN for an excellent talk.

Where to go in February

Free landing vouchers valid during February in:

Pilot Magazine: Fife (Glenrothes), Old Sarum, Pembrey, Peterborough (Conington) and Sturgate

Flyer Magazine: Blackpool, Bourn, Kemble and White Waltham

Today's Pilot: Blackbushe, Cromer, Panshanger and Wick

March

23rd - Henstridge - LAA Wessex Strut Fly-in - 01963-32101/ 01963-364231

May

25 / 26th - Goodwood Aero Club - Vintage fly-in and Air display- 01243 755087

**If you see a bomb
technician running,
follow him !**

USAF Ammo Troop

Looking ahead... Future Wing meetings

Thursday 13th March - Bill Morgan - presentation on Bristol Aero Collection and Bolingbroke.

Thursday 8th May - John Stennard - The story of a lost Lancaster.

Member's News

Welcome to new member Richard King, and Trevor Jackson who was a member a while ago and has now renewed. We also wish Daryl Mansbridge a speedy recovery after his glider incident.

Member's Wings

The more observant readers will have noticed a picture of a Smaragd on the newsletter banner. We would like to feature all our member's Wings over the next few months, so would welcome pictures of your aircraft to add to the collection, along with a bit of history if possible. Pictures can be e-mailed or posted to our address and scanned in.

This month we feature G-BSVE, a CP301 Smaragd owned by Ron Perry, Daryl Mansbridge, Neil Hopton and Adam Clarke. The name "Smaragd" is German for "Emerald" a contraction of "Emeraude" on which the design is based. The aircraft was born in 1961, built by Schemp Hirth the glider manufacturers together with Binder Aviatik. Initially Swiss registered as HB-SED, it spent a lot of time in Lugano, Italy. Imported into the UK about 13 years ago and has been owned by the current syndicate for 12 years. It has a Rolls Royce 0-200 with push button starter. Cruises at 95 kts at 2150 rpm at about 21 litres per hour. With a max cruise speed of about 110 Kts, it can carry 85 litres in the front tank and 20 litres in the rear giving 5 hours endurance. Stalls at 55Kts clean or 48Kts with full flap.

The aeroplane has travelled extensively including Sweden (3 times) Denmark, Germany, Switzerland, the Czech Republic, France, Belgium, Holland, Ireland and the Channel Islands.

This aircraft is one of only two Smaragds on the UK register, the other being G-DENS featured here last month.

Please note: Flight Information Service - March meeting postponed

We had been invited to the Bristol Aero Club meeting on Wednesday 5th March for a discussion with NATS Bristol about the new format of FIS in the UK, but we heard recently that this meeting has been postponed until the end of this year, possibly not until November. John Mayhew, NATS manager at Bristol, said this was because so many units had submitted reports, and they need more time to evaluate the situation. He will keep us posted on progress.

Your starter for ten

The answer to this poser was e-mailed to us by Alan George - well spotted Alan! The engine pictured is a Napier Lion VII as fitted to the Supermarine S5 for the Schneider Trophy races. Designed during WW1 it was named Lion after the end of hostilities and then production began. In 1919 the Napier company gave up the design and construction of motor cars and turned to the manufacture of a new compact 12-cylinder aero-engine. The Lion was one of the most successful British aero-engines of the 1920s and 1930s. In service for 25 years, it was a dependable engine used extensively in both bombers and flying-boats.

Lion aero-engine production came to an end in 1932.



For Sale

Jabiru J400 kit untouched in its original packaging available for despatch NOW from Seething Airfield at a heavily discounted price of £34,995 (a discount of £4000 on the factory price).

If you would like to take advantage of this considerable discount and avoid many months delivery delay then please contact me for details.

Steve Hiscox
Seething Jabiru Group
Tel: 01508 536033
Email: steve_hiscox@hotmail.com

From LAA HQ

LAA PRESS OFFICER needed.

At present the LAA has no press officer or any person to advise them on press matters.

If you, or anyone in your Strut/Club, know of anyone who would be willing to advise the Association or act as its press officer please notify Penny Sharpe at penny.sharpe@laa.uk.com

Harry Hopkins,
Chairman
National Council

A note from "down under"



by Robin Germon

I live down in New Zealand and I wanted to make contact with a FRED builder pilot. Do you have one in your Strut group? I was planning on building an example and figure it's best I talk to a builder owner first.

Be most grateful if you could help me.

Regards

Rob

E-mail: germon@xnet.co.nz

Three cheers for the man on the ground

Where ever you walk, you will hear people talk.
Of the men who go up in the air.
Of the dare-devil way, they go into the fray,
Facing death without turning a hair.

They'll raise a cheer and buy lots of beer
For a pilot who's home on leave.
But they don't give a figger
For a Flight Mech. or Rigger
With nothing but 'props' on his sleeve.

They just say 'nice day' and then turn away
With never a mention of praise
And the poor bloody erk who does all the work
Just orders his own beer and pays.

They've never been told of the hours in the cold
That he spent sealing Germany's fate
How he works on a 'kite', till all hours of the night.
And turns up next morning at eight!

He gets no rake-off for working till take off
Or helping the Aircrew prepare
But when there is trouble, its 'quick, at the double'.
The man on the ground must be there.

Each Flight Crew could tell you
They know what this man's really worth
They know he's a part of the RAF's heart
Even though he stays close to the earth.

He doesn't want glory, but please hear his story
Spread a little of his fame around,
He's one of the 'few', so give him his due.
Three cheers for the man on the ground!

Eric Sykes, 1942.

Flying in the snow (without skis!)

By Ian & Mary Leader

Having spent a break or two in recent summers, we wanted to see what our favourite resort looked like in the snow. Readers will remember our previous reports of mountain flying in the Austrian Tirol, and we recently returned to St Johann for a short winter break. (See our previous newsletters - September 2004 and 2005 on the Bristol website).

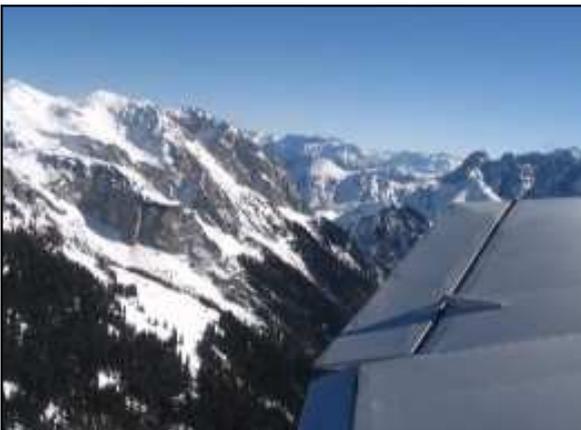
The little town of St Johann-in-Tirol is the centre of the *Ferienregion* holiday area, nestling in the valley between the Kitzbüheler Horn and the majestic Wilder Kaiser mountain range. It also has an airfield just a stone's throw away! In the summertime the flying club at the *sportflugplatz* is busy launching gliders all day long, towed by a couple of Robin tugs, but in the winter-time most traffic consists of visitors flying in with their skis, on the way to the pistes.



Robin DR 480 D-EKQM

The day we arrived there had been a light covering of fresh snow, and the area was buzzing with the winter sports industry in full flow. Next day dawned clear and sunny, the sort of day we have to wait months for at home, so we grabbed the occasion and called the *fliiegerclub* straight away. Sure enough, the Robin was available for hire in the afternoon, so we booked a taxi for twelve o'clock to get us there.

On arrival at the *flugplatz* we met up with Hans, the instructor who I flew with four years ago, and he still remembered meeting us then. It was then straight out to the apron to re-acquaint us with the little aeroplane we flew in last time. D-EKQM is a Robin DR 480 fitted with a 180 HP Lycoming 360 engine driving a four-blade prop, and Hans told us the aircraft was 25 years old! The engine burst into life at the first turn of the key, and I taxied out to what I estimated was the holding point - the markings were impossible to see beneath the covering of snow! We had no headsets, Hans was talking to the FISO on a hand-held mike, and replies were heard on the loudspeaker above our heads, completely indecipherable to us English visitors.



Christmas trees and mountains

We waited for a Piper who was on finals, and lined up after he landed. Hans gave me the word, and we were off. The climb-out was very efficient, nearly 1000ft/min at 2500rpm, and we headed for the mountain hoping we would have sufficient height when we got there. It crossed my mind the pilots must have infinite faith in the maintenance crew because there was nowhere to land in a crisis - just christmas trees as far as you could see, interspersed with snow covered lumps of granite! Fortunately the donkey did continue pulling, and we followed the line of the mountain on the north side. Over to the right we could see lake Walchsee, a popular summer resort but now frozen over with thick ice. At the western end of the Kaiser range we were approaching the river Inn, flowing north-east from Innsbruck; this defined the border between Austria and Germany so we had to sneak fairly

close to the vertical granite in order to avoid flying in German airspace. When we turned south over the valley again the view was nothing short of spectacular. We had by now ascended to 6500 feet QNH on the altimeter and from here we could see across to the Alps and the Großglockner peak in the distance. However, nearer to home across the Kitzbühel valley, Hans pointed to a mountain pass straight ahead which he wanted to show us. This was one of the many ski centres in the region, and we circled overhead for a while watching hundreds of skiers having lunch in the mountain *hütte* and sliding down the piste afterwards.



6200 feet over the Kitzbüheler Horn. Notice the FLARM device used when towing gliders.

Then it was east towards the Horn again, and a descent to the airfield in the valley beyond. The *flugplatz* is 2200ft on the QNH so we had quite a lot of height to lose. Hans instructed me to turn base beyond a small village called Winkl and we made our way back to base descending along the foothills, and very soon turned a corner on long finals. Hans indicated to me that I would land the aircraft, and he would take the handbrake because it tended to snatch a bit. I nailed the speed to 130km/hr (70kt) as advised, and actually remembered I had a nose-wheel, unlike DENS; the landing was perfect and even prompted a congratulation afterwards, but it was a bit disconcerting to feel the wheels drifting side to side in the snow as the rudder lost authority and the brake was cautiously applied!

We taxied back to the corner of the apron where we started, full of awe for the scenery we had just witnessed. A couple of days later we were to join those skiers on the mountain, and discover the world of winter sports close-up!

During lunch in the sun on the forecourt of the flying club's restaurant we were treated to the arrival of a very slick Pilatus turboprop which came to collect 6 passengers together with their suitcases, and also the departure and then return of the local Dimona carrying out banner-towing duties.

Aviation is well acknowledged in Austria as depicted on the Tuesday late afternoon Ski show which was opened by the arrival of 3 paragliders overhead (the locally based company offers dual flights) and then spot-landing perfectly in front of the appreciative crowd. Immediately after that the PFA approved 'G-' registered Steen Skybolt gave an impressive aerobatic display before returning to the local *flugplatz* and then, throughout the week we caught glimpses of hot air balloons drifting down from the mountains to land in the valley. We did consider a flight but the cost was really quite inhibitive and the weather was a little uncertain.

We did get airborne again twice (well sort of) when we joined hundreds of skiers in the queues for the 6-seater gondola lifts going up to the top station of the *Harschbichlbahn* from St Johann and also the world famous *Hanankaam* downhill racing piste in Kitzbühel. The charges for non-skiers are very reasonable to ride to the top of those ski lifts and the views from the top are fantastic. And then, of course, there are very few people using the gondolas to return to the valley, because most are skiing down, so the photo opportunities from an empty gondola are unlimited.



St Johann from the gondola lift station

We spent just the week in Austria staying at the Hotel Fischer, a small family-run hotel which had all the facilities you could ever need. Food was fantastic and plentiful and we had a balcony overlooking the mountain for relaxing after a day out. The hotel is situated just by the Town square where all sorts of events take place, especially in the summer, and you feel part of the action living there. If readers would like further information on taking a break in the Tirol, feel welcome to call us.

I&M



<-- Left
Top station on the Horn with Wilder Kaiser range behind

Right -->
The Kitzbüheler Ache runs through St Johann



Here are some more of our holiday snaps to fill the back page...



The Inn valley



The airfield seen from the mountain



Top: the Hotel Fischer

<-- Left : A Tyrolean entertainer

I&M Right -->



Anyone for a sleigh ride?



Skiers preparing to take to the piste