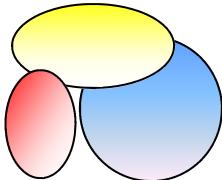




Light Aircraft Association

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

# Bristol Wings



## Newsletter of the LAA Bristol Wing

February 2009

### IAN LEADER

It is with deep regret that I have to inform you that Ian passed away at home, with dignity, on 1st February after living life to the full with Motor Neurone Disease.

The funeral, which will be a celebration of his life, will take place at 11.30am on Friday 13th February at Whitchurch United Reformed Church (next to the village School) followed by a short committal service at South Bristol Crematorium. Everyone is warmly invited to both services.

It is comforting to know that his spirit is now flying free from the body which let him down.

I would also like to say a very heartfelt thanks for the many cards and letters of sympathy - they are a great comfort and much appreciated.

Mary

### Inside this issue:

Next Meeting - Ditching	1
Plot Licensing	1
Where to go? & Diary Dates	2
Member's News	2
Flight Briefing News	2
ATSOCAS information	3
Member's wings	4
Picture Quiz	4
Flying in 2008 by Edwin Pt 2	5/6

### NEXT MEETING - "DITCHING"

"This month Manuel Queiroz comes to talk to us about ditching. Manuel's 2006 circumnavigation in his RV-6 G-GDRV captivated pilots from all over the world. During his circumnavigation he had a 8000mile crossing of the Pacific ocean to contend with. One leg from Tarawa Island to Hawaii was a non stop flight over water of 2,400 miles. That is going to concentrate the mind about the possibility of getting wet. Manuel prepared well for ditching as he did for every part of the trip and we will benefit from what he learned.

For those who missed his previous talks to the strut a full account of his record breaking trip is here: <http://www.chasingthemorningsun.com>

### PILOT LICENSING

Your opportunity to comment on the very important EASA Notice of Proposed Amendment NPA 2008-17 (Implementing Rules for Pilot Licensing) runs out on 28th February 2009. This is of significance to all pilots in its impact on licence training requirements, privileges, medicals etc.

It is a lengthy and complex document, but you can get some help in responding. The BGA have produced their views at [www.gliding.co.uk/bgainfo/nppl/futurelicensing.htm](http://www.gliding.co.uk/bgainfo/nppl/futurelicensing.htm), though these may be updated shortly. The LAA have yet to finalise their views; keep an eye on [www.lightaircraftassociation.co.uk/Consultation/New%20Pages%20Aug%202008/FCL.html](http://www.lightaircraftassociation.co.uk/Consultation/New%20Pages%20Aug%202008/FCL.html).

If you haven't already signed up to the LAA Campaigning Aviators Network you should consider doing so:

[www.lightaircraftassociation.co.uk/Consultation/LAACan.html](http://www.lightaircraftassociation.co.uk/Consultation/LAACan.html).

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## Where to go in February

Free landing vouchers for February in:

**Flyer Magazine:** Old Sarum, Sherburn; Sturgate and Tibenham

**Pilot Magazine:** Eshott, Leicester, Old Sarum, Pembrey and Sturgate,

**Today's Pilot:** Blackbushe, Cromer, Fishburn, North Weald, Popham and Sibson

**Light Aviation (LAA Mag):**

**Local RAeS Event details :**

**Date:** Thursday 19th February 2009

**Title:** All Systems Go... Preparing and Flight Testing the A400M

**Speaker:** Khalil Ahmed, A400M PEL - Wing Chief Engineering, Airbus UK

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

**Forthcoming National RAeS meetings at No 4 Hamilton Place, London**

Commencing promptly at 18:00hrs, refreshments will be served from 17:30hrs.

**Tuesday 17th February 2009**

Research on Sailplane Aerodynamics at Delft University of Technology: Recent and Current Developments

**Tuesday 3rd – Wednesday 4th February 2009**

SURTECH 2009 The Changing World of Surveillance - An event organized by HELIOS & the RAeS

**Tuesday 26th May 2009**

The Dream of Flying: Jet-Wing Across The Channel - Yves Rossy

A full diary of RAeS events for 2009 can be found at: <http://www.raes.org.uk/conference/PDFs/diary.pdf>

## Dates for your diary

**19th February (evening)** 2nd opportunity to visit to Bristol ATC. Priority to BMAC members, Bristol Wing members may be able to join depending on numbers. Please contact Steve Neale if interested (details on page 1)

**24th February 2009** - Safety & Reliability Society Lecture on 'Safety in General Aviation' by David Cockburn in Room 1 BAWA. Coffee at 18.45 - lecture starts 19.00.

**Wednesday 4th March** ATSOCAS follow-up meeting in Room 1 BAWA. Hosted by BAC, speaker Leo Marriott (Manager Air Traffic Filton ATC)

**Friday 13th March** Wing Meeting in Room 4 (next to our usual room) because we will have John Stannard returning to show us some model aircraft. Please note that this is on **Friday** due to the change of venue

**Thursday 9th April** 'Online weather resources for trip planning'

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

## Bristol ATC Visit

Our second NATS Bristol Tower visit is on Thursday, 19 February 2009. 7.30-9.30pm. If you would like to attend please email Steve direct at: [srneale@yahoo.co.uk](mailto:srneale@yahoo.co.uk) and Tom Geake, Richard King and Graham Clark are already on the list.

## Member's News -

Our (now much older) Young Eagle - Flying Officer Kinsley - (Tom) is now on the Tucano course at RAF Linton-on-Ouse (near York) and on completion of the course in August he gets his "WINGS". We're thrilled that our introduction to flying has set Tom on his very successful career and we wish him well.

## New Commercial Heathrow Flight Briefing Service (copied from Devon Strut Newsletter)

You may or may not be aware Heathrow Flight Briefing will be closing down on the 31st January 2009. This service has been 'replaced' by the NATS AFPEX online system. (*The Assisted Flight Plan Exchange is now available on the NATS website <https://ts1.flightplanningonline.co.uk/Help.html> and has a quick start guide- Ed*) However, we are presently investigating the possibility of reopening Heathrow Flight Briefing with a new integrated flight planning product which would involve flight planning, notams, weather and customs for light aircraft. We would hope that all areas of your flight planning needs could be met. This would be a charged service but would be run, as now, with all the experience and service you would expect. I would be interested to know if this is a service your group would be interested in and any comments on what provision could be made for your pilots. We are looking to start providing this service from the end of March - dates to be confirmed.

Thank you, Carolyn Stear, Air Traffic Services Assistant, NATS Flight Briefing

Tel: 0208 750 2615/6, Fax: 0208 750 2617/8

Oh, that I had wings like a dove, for then would I fly away, and be at rest.

– Psalms 55:6

## ATSOCAS

*Following the meeting which took place on 8th January:*

After the last ATSOCAS talk, Bristol Aero Club are hosting a follow up meeting on Wednesday 4th March detailing the procedures themselves. Julian Andrews of NATS Bristol will give the talk so it will be a good opportunity to ask those questions about local issues. The meeting will be in the same room as last time (Room 1 upstairs in the new building) starting at 8pm.

*Steve's summary of the last meeting follows:*

There were 100 seated and a dozen or so standing at the back. ATCOs from Bristol, Filton and Gloucester were present. Leo Marriott, Manager Air Traffic Filton kindly stood in for Julian who could not attend for very understandable personal reasons.

Colin did indeed discuss the "why". Harmonisation of Military and civilian procedures was a primary driver for the changes. There has been confusion between users in the past. Colin was very clear. **On 12th March everyone outside CAS will be using the same system. No exceptions. A Tornado passing underneath at 500kts or the FlyBe dropping out of an airway into Class G at Newquay will all be flying under one of the four new ATSOCAS services.**

Negligence and the nasty 21st century world of litigation was the other major reason for the changes. The new services are designed to clarify the agreements between controller and pilot. For example: a RAS may have implied to some pilots they would be advised of any conflicting aircraft and given avoidance advise when in fact they were not. There are some things like a glider or one of the new VLJ's that are difficult for a controller to spot. ATSOCAS procedures re-emphasise that the primary responsibility for avoidance outside CAS lies with the pilot not the controller.

Of the various parties involved ATSOCAS has the most impact on Controllers and the military. To a lesser degree it affects CAT, but GA sees the least change of the bunch. Change there is however as will become obvious to anyone using the new system.

The working group did not start out using the existing FIS/RIS/RAS model but used a clean sheet. The fact that the first three of BS/TS/DS/PS are close to them shows they were the right answer but open to too much local interpretation. ATSOCAS cleans up the edges and clarifies. What you ask for is what you will get. A service can be downgraded if controller workload requires. All services comply with ICAO FIS. Other procedural changes are happening to reduce radio traffic. Previously one might be informed of all local traffic. In future expect to be informed of traffic only if the controller sees a conflict. There are implications for the pilot here when taking a service about not making sudden course or altitude

changes without communicating. An "agreement" eg: to certain height or course restrictions can be made within any of the new services and this must not be broken. Deconfliction under ATSOCAS is now best efforts (not eg 5 miles) reflecting our modern busy skies.

The consensus in the room was that most will ask for a TS when we used to ask for a FIS or RIS. This has loading implications for controllers of course. The dialogue between DAP and controllers did not seem complete to some of us in the room. Colin accepted there will be some settling in to the new services and one ATCO present said he would allow for someone asking for a FIS some latitude by giving them a Basic service for the time being. In my honest opinion he might also like to suggest they swat up on the CD.

I don't think anyone at the meeting went away thinking ATSOCAS was just a name change after Colin's talk. Every registered UK pilot will get a ATSOCAS CD in the post and DAP have more if needed. I have found the CD very comprehensive.

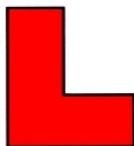
Colin also spoke about some moving of LARS funding from one area to another. This may mean an improvement in resources in some areas but will also mean a reduction in other areas with lower traffic or duplicated cover.

Leo made the point that the quality of service offered will always be enhanced if we squawk Mode C. It makes the controllers job so much easier and reduces his workload allowing better service to all. Squawking only Mode A or worse, not squawking at all, will reduce your safety, that of pilots around you and increase controller concern.

**The message we all took away is there are enough changes for GA pilots to need to swat up on the CD. The RT world outside CAS is changing on March 12th.**

Colin took a well deserved round of applause at the end and we all retired to the bar.

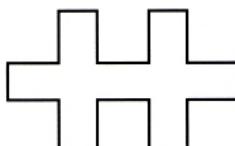
(A)



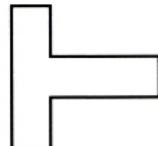
(B)



(C)



(D)



The editors didn't receive any replies to the last set of signals but we did hear an experienced pilot whisper that he wasn't sure of some of them. Here are four more, possibly a bit easier this time to exercise the little grey cells. Answers next month.

## MEMBERS WINGS

*This month we feature Bill Dobie's Druine Turbulent*

*(don't forget the picture for members wings appears on the front banner of the newsletter!)*

50 years ago, Eddie Clapham and I met as Graduate Apprentices in the Bristol Aeroplane Company Basic Training Workshop and found that we would both like to build an aeroplane. Neither of us being wealthy, it seemed that it had to be something pretty small. Hopefully the company would give some help with it as an "apprentice project". The PFA was selling plans for the Druine Turbulent at the time, so we sent for a set. In fact it became our private venture. Eddie worked in his Mum's garage, producing ailerons and rudder, while I produced some fuselage frames and the elevator. I was living in "digs" at the time, but luckily a woodwork teacher let me attend his evening classes and use school facilities. The Turbulent has a classic spruce and ply structure, with lots of built-up ribs and frames and so it was quite a "labour intensive" project. The metal fittings being mild steel - not highly stressed - are suitable for amateur manufacture, and luckily we were able to get sand blasting and cadmium plating done by courtesy of various foremen in the BAC factory. Eddie, who had a lathe, turned up various bushes etc.

Early on, we became aware that the basic Turbulent wing mainspar is rather weak in the root region. In fact there had been several accidents, at least one fatal due to spars cracking. After a year or so, Bob Newton, a stressman joined us, and we schemed a 'mod', which increased the spar chord at the root and tapered out at about mid semi-span. For a weight penalty of only (I think) about 7lb, we increased the "g" capability from 3.5 to more than 6. I estimated aerodynamic loads and Bob did the drawings and stressing and dealt with the PFA to get approval. At the same time he specified stronger coil springs in the undercarriage struts, to prevent "bottoming", with consequent shock loading to the spar. Now, I am very grateful for these mods, considering how many heavy landings we have made and how many bumpy fields we have operated from, over the year. Bob also designed the 4-piece aluminium engine cowling and "wheeled" the 3-dimensional curves into the panels. Eddie skilfully welded the front cowling and the aluminium fuel tank.

To accommodate the wing and fuselage, we built a wooden shed in the garden of Eddie's long suffering Mum. BAC came up with a big plank of aircraft quality spruce, which Eddie sawed up to produce the spar laminations and other thin sections. Most of the remaining spruce and ply came from Slingsby Sailplanes. Our fears of cost were groundless. In fact building an aircraft was one of the cheapest activities that three young chaps could engage in, being spread over so long (7 years). I remember we calculated that over that period, one friend was spending more on cigarettes! This was even including the engine. We bought a new 1500cc VW industrial power unit on which Eddie did his own conversion, including prop hub, mag mounting and air induction / oil cooling system. He got it approved on condition that it remained under his supervision for the first few years. Later that restriction was removed from the permit-to-fly. After a while he did a worthwhile upgrade to 1600cc with new pistons and pots.

In 1967, first flight was by Eddie at Staverton, where we were based for a number of years. Bob had a chance to fly the Turbulent before emigrating to USA and he still keeps in touch. Eventually Edwin Shackleton introduced us to the late Tony Liddiard at English Bicknor near Coleford, on whose strip we operated in idyllic surroundings for many years, with a short period at Badminton. Eventually Eddie and his neighbour bought some land at Oldbury-on Severn and created a strip, where 'FX is currently based alongside three other aircraft. It is still flown by Eddie and myself, both aged 73. When we recently stripped 'FX down and re-fabriced, most of the structure was as good as new. It has lasted better than myself and the 7 cars that I have gone through in the meantime!

Bill Dobie

## FLYING IN 2008 by Edwin Shackleton Part 2

In early May, I had arranged my 4th visit to the Isle of Mull and, as in 2006, I took the EasyJet flight in an Airbus A319 from Bristol to Glasgow which took just under an hour. Even with a 3 hour train ride to Oban and the ferry to Craignure on Mull, I reached my B&B by teatime. As part of my Scottish break, I had booked a flight with Caledonian Seaplanes who had initiated the only UK seaplane service with their Cessna 208 amphibian based in Glasgow. The boarding was from Oban Marina, just off Kerrera Island and take off was directly over Oban town then south over Loch Lomond. The second flight with a full load of 9 passengers plus the captain was a circular trip. With the full load, take off with the 600hp PT-6A turboprop was really nimble and we headed WNW to fly over the Crinan Canal then up Loch Fyne, now at 4000ft and headed east alongside mountain peaks to Loch Lomond and back to Glasgow. Ending the adventure, heading west, past Glasgow airport then turning north, a landing on Loch Lomond was made then taxiing to the shore for fuel after we disembarked. All too soon, we were airborne for the final leg to Tobermory at the northern end of Mull. Altogether, it was a great experience. My return flight back to Bristol was in another A319 Airbus of EasyJet after a good spell of bird-watching as well as the seaplane trips.

At the end of May, I flew again with Peter March, this time to the LAA Rally at Dunkeswell. Despite poor weather, we reached there to lovely sunshine and a record aircraft attendance.



*Waco YMF-C*

I had been aware that Cotswold Gliding Club had ordered 2 examples of the ZS Jesow PW - 61J Polish produced tandem 2 seat gliders and was soon at Aston Down when the first one was delivered. It was a really clear warm day and a winch launch was followed by a lot of searching for thermals but this extended my flight time to just one hour. It was my 31st glider type but the first for nearly 7 years. Special interest was the sighting of a C - 17 and Tristar returning from the RAF flypast over Buckingham Palace.



*Cessna 208 Amphibian*

In early June, I flew in a Waco YMF-5C open cockpit biplane (built in 2001) operated by Tiger Airways at Gloucestershire Airport; I had previously flown in 3 different Waco cabin machines but only one open top version, the UPF-7 which was a WW2 basic trainer. My pilot was Tizi Hodson, an ex-airline pilot. Soon we were up and away behind the 275hp Jacobs radial, climbing before she took me through a roll and a loop and then handed me the controls for the return flight.



*ZS Jesow PW-61J*

Air Atlantique Dakota passenger flights were halted in July, 2008 due to European restrictive airworthiness and security requirements. I went on a farewell flight from Bristol International Airport to RNAS Yeovilton on June 30. Looking back, I flew in the British Aircraft Corporation Dakota in February 1972 (my 59th aircraft type) then a return company flight (Filton to Farnborough), went on a press night mail flight to Liverpool and had a fruitful air to air session, photographing over a dozen aircraft in Florida. Altogether, I flew in 10 different Dakotas. At the Popham Microlight Fair I was pleased to fly in the Medway SLA of which a dozen are now flying. With the high wing and large door, access is really easy. Powered by a Rotax 912 take off was very nimble. Time will tell whether this Rans S-6 lookalike (with a spindly undercarriage!) will be a success.



Douglas Dakota



Medway SLA

I had a rather interesting day (30<sup>th</sup> August) with Steve Slade who invited me to fly with him in his Rans S6 to a Fly In at Thorney Island. This was in connection with 'Help for Heroes', a charity to support injured service men and women. Steve was helping this by visiting a number of airstrips in late September. So our outward flight included location of various airstrips. Thorney Island, an ex-RAF airfield, set adjacent to the Solent, attracted over 50 visiting machines in support. Our return flight included landings at Farley, Bossington (John Fairey's strip) and Chilbolton to establish new contacts. (PS - Steve made 14 touch and go landings on his target day - quite a wonderful achievement!)

At the Kemble Vintage Flying Weekend in mid September, I flew in the Air Atlantique DH Devon, but it was not a new type as I had also flown in a Royal Navy Sea Devon from Yeovilton to Culdrose in 1969 and several Doves, the first of which was with Dan Air on their debut at Lulsgate in 1960. In late October, I met up with Pete Marsden at Popham who had recently flown his Czech Sport Cruiser, the sixth to fly in the UK. (I understand that 60 kits have now been UK imported). It is a super machine, very spritely, comfortable, good visibility - obviously a winner. Pete was the organiser of 3 visits that I made to Poland in 1991 & 1992 and I had kept in touch with him in the intervening years.

Final flight of 2008 was from Frank Caviciuti's strip just south of Abergavenny in the microlight version of the Alpi Pioneer 200 that had just been exhibited at the NEC located SPLASH show. Whilst not being different externally, it is now within the 450kg category. It was a crystal clear day, nil wind and with wonderful views of the 6 mile distant Sugar Loaf and nearer paraplane activity.

My aircraft total now stands at 861 with 10 new types added in the year. As a new challenge, but still continuing my aircraft activity, I have decided to try to travel in 100 different forms of transport within the UK during 2009. I have already had wonderful support, particularly from my son and daughter, and have already listed 130 potential "hopes" and some good promises. If any readers know of something quite different, not illegal or particularly dangerous, perhaps you could let me know, thank you.

(If you wish to contact Edwin please let the editors know and we'll put you in touch.)



Alpi Pioneer 200