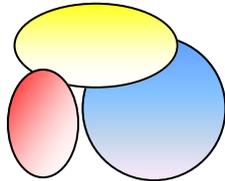




www.bristol-wing.co.uk



Brissle Strutter



Newsletter of the LAA Bristol Strut

February 2015

NEXT MEETING— Open Forum

Please remember that we have now changed our regular day of meeting to the **First Tuesday each month.**

Therefore our next meeting will be **on Tuesday 3rd February 2015** when we shall be hearing just where members of LAA Bristol Strut and BAC members have been flying to during 2014 and what their plans are for this coming year.

Do bring along any photos you may have taken either from the air or on the ground. If you have them on a memory stick we can show them via the laptop and projector and you have a 5 minute slot to tell us about your adventures.

You don't have to have pictures—just a tale to tell . . .

As usual we'll meet at 7-45 pm in Room 7 at BAWA.

Directions can be found on our website: www.bristol-wing.co.uk

BAC Annual Dinner

The Bristol Aero Club (with whom we share our monthly meetings) will be holding their annual dinner near Kemble this year at The Thames Head Inn (on the A433 just past the Northern turning to Kemble Airfield) <http://www.thamesheadinn.co.uk> and tickets are £25 each to include a three course meal plus coffee. Dress code is "Smart Casual". The guest this year is Helen Tempest- <http://www.fly2help.org/the-team/team-helen-tempest.htm> and there'll also be a raffle with proceeds going to Fly2Help. Deadline for bookings is Monday 16th February 2015—see Phil at our meeting if you're interested in joining them for the evening.

LAST MONTH'S MEETING— John Baker, Dawn to Dusk

Our first meeting of 2015 was a talk by John Baker on the Dawn to Dusk flight challenge that he and Tom Thomas undertook in a Cessna 172 in aid of fly2help.

Their theme was "Typhoons Past and Present" in which they landed at or flew over past homes of 29 Squadron, starting from fly2help's base at Kemble and including (amongst others) places as far apart as Gosport, Manston and Leuchars, finishing at Coningsby, home to three Typhoon squadrons. Weather caused them to miss out their most westerly point of Warton, but their efforts earned them the second place overall, and the superb Pooley's Sword (which incidentally was made by Pooley's Swords, established by Robert Pooley when he handed over the Flight Guide business to his son!) for the best journey log.

John's guidance for other aspirants was plan early, keep planning, and watch that schedule! Well done, John.



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Picture Quiz

Last month's Picture Quiz from Trevor

Last month's aircraft was the Ruschmeyer R90 correctly identified by Phil Mathews.

No more aircraft identification for a while—change of subject for the picture quiz—see page 4.



Aircraft for sale



ROBIN DR 1051 M1 G-BHTC

HANGARED AT OAKSEY PARK

Factory-built 2+2 touring aeroplane with long-range tanks for Mogas Super grade, UL91 or Avgas. Over the past 23 years this aeroplane has taken me to France, Germany, Switzerland, Belgium, Denmark, Czech Republic and multiple destinations in the UK. Endurance: (no reserves) 6.5 hr at 100 kt with 2 POB and 112 kg of baggage on the back seat.

This is without doubt one of the best three-seat aeroplanes on an LAA Permit.

AIRFRAME

LAA Permit to Fly to 29 June 2015. Wooden Airframe (no fatigue, or rust) 1740 hr since new. Fabric: excellent. Paint: Very Good. Always hangared. Plexiglass: Excellent. Avionics: Needs update. This aeroplane comes with a full set of tailor-made airframe breathing cloth covers. The instrument panel has been refurbished to the original factory state.

ENGINE:

105 hp Potez 4E20 with all the very latest DGAC & LAA-approved mods, plus very extensive spares backup:

New battery; Bendix Mags; front-end automotive starter and alternator; oil cooler; barometric fuel leaning; spring-mounted valve pushrod tubes. Evra prop refurbished by Hercules.

Engine has run 232 hours since full overhaul and is lifed at 1376 hr + condition.

Contact for outright sale:

Graham Clark: cgraham978@aol.com

Where to go...

Free landing vouchers for **February 2015:**

Flyer: Castle Kennedy, Cromer (Northrepps), Cotswold (Kemble), Old Sarum, Popham, Shobdon

Pilot: Bodmin, Cromer (Northrepps), Little Staughton, North Coates

LAA: Havordfordwest, Kirkbride

RAeS Meeting:

Wednesday 22nd October 2014

X-HALE: A VERY FLEXIBLE UAV FOR NONLINEAR AEROELASTIC TESTS

Prof Carlos Cesnik, Professor of Aerospace Engineering, University of Michigan.

Meeting takes place in the Pugsley Lecture Theatre, Queens Building, University of Bristol BS8 1TR

(Contact the Editor for direction of necessary)

Doors open at 18:00 with refreshments available; the lecture starts at 18:30.

Attendance at the lecture is free. If you are planning to attend the lecture, you are kindly requested to register your attendance by clicking "Register Now" under the relevant lecture (Limited Seats available):

**The moment you
doubt whether you
can fly,
you cease for ever
to be able to do it.**

J.M. Barrie, Peter Pan

Courses—CRM, Rotax and Woodworking

Flyer is sponsoring two Cockpit Resource Management days for PPLs at Avonmouth on **21st and 22nd March**; a few spaces are still available for each day. See

<http://forums.flyer.co.uk/viewtopic.php?f=1&t=93571> for details.

The LAA still has a few places left on the Rotax course taking place on the **7th March**.

<http://www.lightaircraftassociation.co.uk/Courses/rotax.html>

Due to cancellations, they now have places available on the Woodworking courses:

18th February and 25th February

http://www.lightaircraftassociation.co.uk/Courses/wooden_aircraft_structures.html

If you would like to book a place please contact them on 01280 846 786.

Honour Capt Eric 'Winkle' Brown with a Knighthood

There is an on-line petition to get Captain Eric 'Winkle' Brown honoured with a Knighthood and here's the link so that you can add your name:

<http://www.change.org/p/david-cameron-honour-capt-eric-winkle-brown-with-a-knight->

[hood?recruiter=203951846&utm_campaign=signature_receipt&utm_medium=email&utm_source=share_petition](http://www.change.org/p/david-cameron-honour-capt-eric-winkle-brown-with-a-knight-?recruiter=203951846&utm_campaign=signature_receipt&utm_medium=email&utm_source=share_petition)

(it looks like a broken link but it should work)



Frank Bond sent this link and he says:

"Having heard him on Desert Island Discs recently, the chap is obviously still in very good health, but he can't last forever. His achievements are as remarkable as they are unique and, but for government interference, he would have beaten Yeager to the sound barrier. (Oh – if only...)"

Will you sign it too? The link is above.

UPDATES FROM THE CAA

CAP 393: Air Navigation: The Order and the Regulations

http://www.caa.co.uk/docs/33/CAP393_ANO_Jan2015.pdf (this links to the full document)

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=226> (This links to the CAA 'link' page where you can pick up the smaller file which is the 'Letter to reader' with explanation and dates of activity—all now active!)



G-DENS has new fabric and transparencies.

Captions submitted

As expected we had a good response to this article. There's no prize and names won't be published but here are the contributions received—in no particular order....

"Lift on to my shoulder and what!"

"How do you get into this aircraft?"

"I told you I thought the brakes were too fierce"

"We must think again about our indoor flying programme"

"That makes three pens and two screwdrivers found so far". (Editor's favourite!)

"This is easier than lifting the engine."

"If only the pilot doing the test flight had remembered it's a tail dragger and not a nose wheel aircraft"

Identify the airfield....

Since the Puzzle Picture is almost always won by Alan, Graham or Phil, we thought it time to widen the field and try a new approach.

So this month: G-DENS is on LH base for where?

Answers - **and your own aerial view Puzzle Pictures** - to the Editor."



Continuing to Build a Bristell—nearly there? by Nigel Stokes

I'm now hugely impressed by those claims from aircraft builders that they spend 12 hours a day, 7 days a week building and don't take holidays for years on end. For the sake of marital harmony and my own well-being, I've taken time out for days away, ruby wedding anniversary trip, holidays, flights in my Jodel including one outing to our cottage in middle France, and other social activities. For the rest of the time its nose to the grindstone and I've already logged over 500 hours; and that's not counting the hours spent researching, internet ordering, drawing diagrams and generally pondering the next moves; and after all this there is progress

There IS progress; but when you buy a kit that arrives with the fuselage and wings looking substantially done it is a little unsatisfying to spend those 500 hours and not have impressive changes to show people. The multi-compartmented boxes full of bolts, rivnuts, special fittings and bits, provided with the kit, are now mostly empty thus obliquely providing evidence of activity but the casual observer would need more visual and demonstrable proof. The transparent hydraulic piping is now red with Aeroshell fluid, most wiring is in its final place after much experimenting with different possible runs and the whole machine has an encouraging air of approaching completeness but I know there is still a huge amount to do.

So, before going on a two week break, in order to give encouragement to both myself and my long-suffering hosts Frank & Alison Bond whose garage/workshop I have taken over, I fitted the half complete instrument panel, the coaming, the interior panelling and the seats, and the visual result was a great lift to the spirits. I left the machine in this condition while I was away but the downside was that, on my return, I had the task of disassembling this bit of set-dressing as much more infrastructure work is still required.



The temporary fitting of the 'internals' to make myself feel better!

The dreaded cowlings work is now complete and has been, probably, the longest task so far. As top and bottom cowlings had to be cut and filed to size they were not painted with the rest of the aeroplane. They are attached to the fuselage and each other, in about 12 places. Initially, these points are already drilled for Clicos to enable the raw top and bottom cowlings to be fastened together as a unit. This is then positioned on the front of the fuselage and with judicious use of masking tape is marked and then removed to be cut to rough fit. Many, many more trial fittings are made to refine the shape and fit; in

my case these ran into 40 or more. When I was finally satisfied with their fit I then sent them off to Farry, the Bristell importer, for painting to match the rest of the already painted fuselage which is dark blue on top and white underneath. The line between the two colours had to extend perfectly onto the cowlings so I took a long time over applying a long run of masking tape to show Farry where to apply the blue and where the white. I'm glad I took a lot of care over this as any slight misalignment would have screamed at me, and others, forever. As it was, Farry used his huge experience to finely tune my line and the result, I have to say, is superb.



The completed cowlings and spinner after something like 40 hours hard work

I then spent a week converting the Clicco holes into Dzus fastenings; another job involving trial fitting after trial fitting and all with the added stress of not scratching my beautiful, new, shiny paintwork.

Next was making all the engine baffles (heavens! that was a long job) and the game of trial fitting the top cowlings again and again to ensure a good airtight seal. There is one advantage to all this trial fitting lark. I'll challenge any taker to get their cowlings off and back on quicker than I can.

As well as all this I've been busy making throttle and choke connectors, putting in an oil cooler system, finishing the engine compartment electrics, running cables for lights, strobes, pitot heat, and a thousand and one other small jobs.

The hydraulics are filled and most of the air bubbles removed. Those that stubbornly remain will help to give a slight cushioning to the otherwise sharp braking, it is a tail-wheel aeroplane after all.....at least, that's my excuse.

The rats' nest of wires must now be tidied and bundled into looms and I've been putting off this job as I'm constantly finding that I need yet another wire run or that an existing run is now in the way of something else. However, the time has come to be brave and make this my priority task.

So, I am learning the veracity behind that old saying '90% done, 90% still to do' and am doggedly fending off questions of 'when will it be finished?'.....but I do allow myself quietly to hope that I can be ready to fly this Summer.....there! I've said it!