

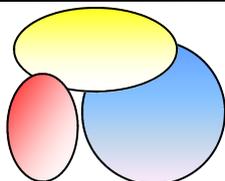


Light Aircraft Association

www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

January 2009

NEXT MEETING - ATSOCAS MEETING

On Thursday 8th January at 19:30 in Room 1 (upstairs in the new building) we will be hosting a special meeting which has been set up to acquaint local pilots of the changes to Air Traffic Services Outside Controlled AirSpace (ATSOCAS) due to be activated on 12th March 2009.

The presenter of this evening will be Colin Gill from the Air Traffic Standards Department of the CAA. Colin is the Chairman of the ATSOCAS Procedures Working Group and editor of CAP774.

Julian Andrews, from NATS Bristol, who is well known to many of us, will also be present at the meeting, and there will be an opportunity for a question and answer session during the evening.

If you fly around the West Country and beyond, this is a meeting not to miss so if you know of any pilots who will be interested do invite them to come along and join us. It's a free meeting and everyone will be given a very warm welcome.

LAST MEETING - ANNUAL FRIENDLY QUIZ

We are generally agreed this year's Christmas quiz was the best ever. Over a table of nibbles and snacks we were treated to a video and photo montage. In Spike's inimitable style some questions were simple recognition but others were very sneaky, requiring careful observation.

By using some hilarious video clips we were cleverly drawn off the scent time and again. A splendid light hearted quiz that belied the many hours Spike must have taken to prepare it. Many thanks sir.

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Where to go in January

Free landing vouchers for January in:

Flyer Magazine: Damyns Hall, Earls Colne, Lands End and Maypole.

Pilot Magazine: Andrewsfield, Popham, Roserrow, Sandtoft, Sibson and Stauning (Denmark).

Today's Pilot: Bagby, Bodmin, Eaglescott, Gloucestershire, Netherthorpe and Newtownards.

Light Aviation (LAA Mag): Cromer, Eddisfield, Old Buckenham

Local RAEs Event details

Date: Wednesday 21st January 2009 @18.30

Title: The Environmentally Friendly Engine

Speaker: Richmond Swarbrigg,

Programme Lead - Environmentally Friendly Engine, Rolls Royce

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

To invent an aeroplane is nothing.
To build one is something.
To fly is everything.

— Otto Lilienthal

Dates for your diary

21st January 2009 - EASA Workshop on the Future of European Implementing Rules at CAA Aviation House, Gatwick starting at 10am. Anyone wishing to attend please contact: ben.watkins@caa.co.uk

31st January (afternoon) Visit to Bristol ATC by BMAC members.

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)

12th February Wing Meeting "Everything You Need to Know About Ditching" by Manuel Queiroz"

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.

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

And much further ahead:

If anyone is planning any overseas flights next year then 16th May to Texel will be a good one to start the season and then the Schaffen-Diest Vintage Aircraft Fly-in on 14 - 16th August 2009 to follow.

FOR SALE Societe Wassmer WA41 G-AVEU

Stylish roomy four seat tourer. 110 kts cruise with six hours endurance. Fully equipped, comprehensive King avionics fit with 2 Comms, VOR, ILS, ADF and DME. Mode C transponder and Bendix King Colour Skymap 3.

Recently fully overhauled Lycoming 360 complete with four new cylinders, new crank and camshaft and new magnetos. New propeller. A superb load lifter with great visibility and easy to fly. Very good condition. New EASA C of A.



Hangarage in a new secure private hangar at Oaksey Park could be available as part of sale.

Offers in the region of £22k invited.

For more information call Steve Roberts on 07939939207 or e mail at steve.roberts@zen.co.uk

Member's News -

We've heard that Richard King has recently passed his IMC and would like to pass on the Wing's congratulations to him. Richard gained his PPL only 18 months ago, so to have gained his IMC so soon is a great achievement. Ironically he did it in very poor visibility and didn't need the hood!. Well done Richard.

Tom Geake has had four aborted attempts, none of them his fault, to fly a Tiger Moth - we await a successful report in due course - good luck next time Tom!

Snippets

BRANSCOMBE AIRFIELD

We are delighted to be able to announce that David Hayman was, on Friday 19th December, granted approval for his planning application for continued use of Branscombe Airfield. However the conditions are restricted to 250 flights per year and, as there are four resident aircraft, David will be raising landing fees to deter visitors, but it is good to know that permission has also been granted for the Devon Strut Fly in, the Branscome Air Day and Youth Air Experience Days to take place. These events will be extra to the annual 250 flights so we will all still be able to fly into this delightful South Coast airfield. If you added your voice to this appeal David extends his thanks to you.

We have received a forwarded copy of the following and feel it may be of interest to aviators:

VULCAN XH558

In August 2006, Vulcan to the Sky launched a pledge campaign to save Vulcan XH558. The response to that campaign was staggering, with £1.3 million being pledged or donated in just three weeks.

As the direct consequence, Vulcan XH558 returned to flight in 2007 and was the unquestionable star of airshows last summer - entertaining a total audience estimated at 1.5 million people.

Unfortunately, Vulcan XH558 will now be grounded unless further funding of £1 million is identified **by the end of January 2009.**

Despite the current economic conditions, we are determined to keep XH558 flying. Confounding everyone's expectations, we succeeded in 2006, and with your help, we can succeed again.

The Vulcan '09 Pledge Campaign is aimed at raising the funds that XH558 needs, so please sign up and play your part in securing the future of the world's only flying Vulcan.

These pledges will allow the project to pay its monthly expenses, clear debt and provide a stable financial footing for the future. Importantly, it will also give us the breathing space to convert last summer's success into secure long-term commercial funding. Meanwhile, if you are able to make a cash donation, it will help to secure the project's short-term future.

If each of the 9000 people being sent this email were to pledge just £10 per month then our target would be met.

This is equivalent to less than one small bar of chocolate a day - or less than one pint of beer a week - a small sacrifice compared to the pleasure of seeing XH558 flying through 2009!!

Your pledge will only be called upon when the £1 million target is in sight.

Even if you are unable to make a pledge at the moment, please help support XH558 by signing the "Number10" Petition by clicking <http://petitions.number10.gov.uk/vulcan-XH558/>

Please forward this email on to any of your family, friends and colleagues who might be willing to help.

On behalf of all XH558's supporters, our sincere & heartfelt thanks for helping to keep her flying through 2009.

Robert Fleming ,Chief Executive, Vulcan to the Sky Trust.

And from the LAA Website:

MODE S CONSULTATION

CAA issues its proposed way forward following the Mode S consultation

The CAA has issued a summary of responses to its consultation on Mode S carried out earlier in 2008. In the light of these, the document also sets out how the Director Airspace Policy proposes to take mode S policy forward. A copy of the document is available from the CAA website.

The CAA has taken a broad and sensible view of the situation and proposed a way forward on each of its 4 policy proposals. Whilst there is yet work to do to ensure there are no hidden problems in this, the LAA propose to support Director Airspace Policy's proposals.

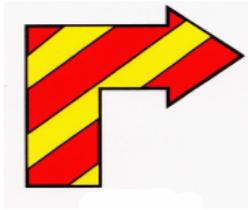
The essence of the proposals which will affect our area of flying is:

The CAA now proposes that Mode S will be required by 31 March 2012, but only for flight in airspace where Mode S is mandatory. This will be in Class A to C airspace (which does not affect us) and possibly in TMZs, depending on the rules applied (which we will work on). Otherwise, Mode A/C will continue until at least 2012 with a 2 year notice period of its demise in UK airspace.

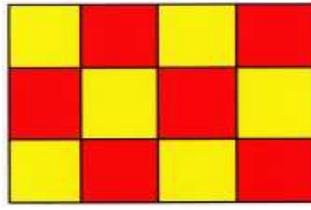
LAA PHOTO GALLERY

Don't forget that if your aircraft is not yet included in the LAA website's photo gallery then you are encouraged to submit one. Just visit and look around at <http://www.laa-archive.org.uk/>

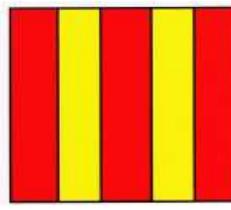
(A)



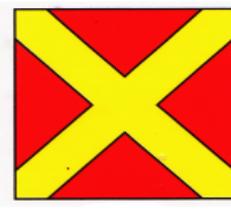
(B)



(C)



(D)



Answers to the above signals set last month ...

(A) Right Hand Circuit

(B) Airfield Control in Operation

(C) Land in emergency only

(D) Landing prohibited

MEMBERS WINGS

This month we feature John Shufflebottom's MW7 ...

The MW7 is a small single seat aeroplane designed by Mike Whittaker, he had previously designed a series of microlights whilst working at British Aerospace in Filton. The first to be actually built was the MW4 followed by the MW5 both single seaters, then the MW6T and MW6S the T means tandem seating and the S is side by side seating.

Looking for a more fun aeroplane he then designed the MW7, it is a highwing taildragger and was originally designed to be aerobatic. The wingspan is 22ft and the area is 88 sq ft, it is powered by a Rotax 532 water cooled two-stroke of 64hp driving a three bladed G S C prop mounted above and forward of the cockpit, the rate of climb is 1,000ft per minute and with the throttle closed you get 1,000ft a minute decent. Maximum level speed is 80 mph, cruise is 70 mph, VNE is 100 mph, and the stall is 35 mph. The fuselage is just a 4 inch diameter aluminium tube, the cockpit is a snug pod suspended beneath the wing by aluminium struts, both tailplane halves are removable and the wings fold back for transport; rigging can be accomplished by one person taking about half an hour to get it ready for flight.

While it looks like a microlight it does not meet the criteria so it is classed as a group A aircraft; a superficial assessment of its aerobatic capabilities was carried out, roll rate is quite high - a 360 degree aileron roll at 90 knots taking about 3 seconds, but performance in the looping plane was disappointing - the aircraft loses speed rapidly due to the high drag, some spin testing was carried out and seemed to be ok but it was not put into a fully stalled spin, it was decided not to continue with the aerobatic permit.

The test flying was done by Eddy Clapham and in his concluding comments he says "The MW7 is a pleasant lively good fun aeroplane, no nasty habits have been identified and it should be safe and trouble free to operate and the average low time pilot with some tailwheel experience would quickly feel at home in it.

I bought G-BPHK in 2003, it was built by J G Beesly in 1990 my first flight was at the PFA rally, the quick 5 minute circuit turned into a 25 minute flight. I had completed my tailwheel course at Clacton in a Super Cub - in comparison the MW7 was a complete culture shock, I opened the throttle and before I knew what was happening I was off the ground in a very nose up attitude. The slipstream from the prop comes in past the screen from the left and departs out the right, it did and took my hat and my headset with it, I levelled off at 1,000ft and spent the next 20 minutes sorting things out, the MW7 looked after itself and the landing was done from a long low powered approach and a good landing was made. I later found that this was the best way to land and a power off glide approach usually results in a very hard landing. It doesn't have a permit at the moment as I need to find an inspector who is conversant with microlight type group A aircraft.

John

We wish to continue featuring member's aircraft so if you've got some information about yours then please let us have it and we can share it with other wing members. EDS

FLYING IN 2008 by Edwin Shackleton

First flight of the year was not until 10th February for various reasons. I flew with Peter March from Filton in the Cessna 172 G-ASSS to the Vintage Flying Club Fly In at Turweston where 96 visiting aircraft made a record attendance. Good weather certainly made a rare break for the flying fraternity. A return flight landing at Kemble completed a successful day. Five days later I enjoyed an exceptional day with flybe when they invited me to fly in their Embraer 195 from Exeter to Alicante with just an hour in Spain before the return flight. Quoting from the Exeter 'Express & Echo' - "A friend of a friend knew a pilot who works for flybe was how Edwin came to fly with the airline". The 118 seat EMB 195 is the largest of the EMB 170, 175, 190 & 195 Brazilian airliner range and I was surprised that it is 2ft longer than the Britannia. Flybe are the first airline in the world to operate the Embraer 195 and will soon have a fleet of 15 which will replace their BAe 146-1 RJ aircraft.



Embraer 195



Bell UH-1 Iroquois

scheme and with machine guns (made safe!) to intrigue the passengers. Next day was the "Splash In" at a new venue, Lake Agnes adjacent to Kermit Weeks' "Fantasy of Flight" museum. It was a superb location and the temperature had risen to 90°F. Some 35 seaplanes attended and I flew firstly in an Avid Magnum seaplane which had double the power of the familiar Avid Flyer. The added delights of wading barefoot to and from the seaplane added to the experience. Then I was very fortunate to fly in a Murphy Turbo Moose. Rick Orcland had built this Canadian designed all metal machine and fitted a 550hp PT-6A turbine engine (Build time of 3200 hrs with a team of six). I boarded in the aircraft park and then we taxied into the lake and were quickly airborne. After a low level fly by and landing the dream was over! Next day, back at Lakeland Paradise City where the ultra-lights and light sport aircraft are demonstrated, I flew in the Fantasy Air Mystique, a low wing brother to the Allegro, which is now available in the UK. It is Rotax 912 powered and composite construction - quite a cute machine. Final new type was the Flyiatalia MD-3 Rider, high wing all metal, very neat with really easy access with low side windows and typically powered by the Rotax 912. Visibility was excellent with low side windows and a clear roof making it a very attractive aircraft. It is becoming more difficult

Early April, Peter March, Paul Gingell and I set off to Sun 'n Fun in Florida. This was my 7th visit to the event and my 17th trip to the USA. First leg was from Bristol Airport on a Continental Airline Boeing 757 taking just over 7 hours to New York Newark. The onward flight to Tampa, Florida in a Boeing 737 Series 800 of Continental was just over 2 hours with no problems except for the tedium of excess security procedures mainly in the USA. There had been excessive rain at Lakeland a few days before the event with parking problems for both vehicles and aircraft but this made no difference to my first flight which was in a pleasure trip in a Bell UH-1 H Huey helicopter suitably painted in Vietnam khaki



Flyiatalia MD-3 Rider

to find new aircraft types, there were more restrictions on when demonstration flying is allowed but I must be grateful for the goodwill that has been shown on my different visits. So back to Tampa for our return flight home which was a Boeing 757 Series 200. Our surprise was that after disembarking at New York, we discovered that our return flight was in the same aircraft! I wonder if our luggage had stayed aboard.

Late April, Dave Stokes picked me up from Garston Farm, Marshfield and flew me in his Jodel 112 to a Wiltshire Flyers LAA Fly In at Inglesham between Lechlade and Cricklade, and adjacent to the upper River Thames - a lovely quiet venue with 35 aircraft attending. On my return, Mark Collett flew me in the locally based tricycle version of the Europa powered by the 6 cylinder 120hp Rotax 912 engine. This machine was built by Roy Young. In my 10 minute flight Mark showed me the capability and comfort of the design.



Europa (Rotax 912)

(Next month we'll hear how Edwin finished his year)

Aircraft flown at Sun N Fun



Fantasy Air
Mystique



Murphy Turbo Moose



Avid Magnum