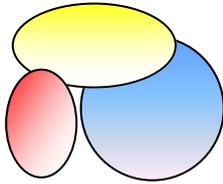




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# BRISTOL WINGS

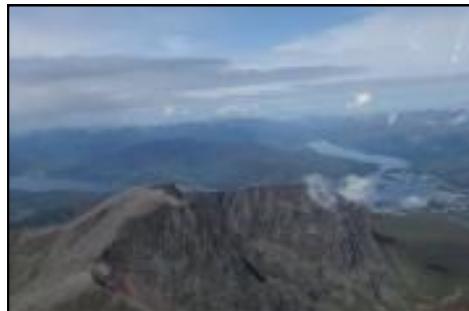


Newsletter of the LAA Bristol Wing

January 2012

## NEXT MEETING - Members Adventures

At our next meeting on **Wednesday 4th January** we will start to gather together at about **7.30pm in Room 7** and then some of the members from Bristol Aero Club will relate to us their flying adventures from last year. The main talk will be 'SJ to Scotland' - presentation on the trip in August 2011 when 3 club members ventured north of the border.



We're sure this will inspire our LAA Wing members to give a similar response next month, so get your thinking caps on and look out some photos of your flights from last year.

## LAST MEETING— QUIZ

Once again Trevor Wilcock challenged us to complete his quiz. There was a good friendly rivalry in the room and the food brought along by competitors certainly helped to stimulate the little grey cells.

All the teams answers were checked and when the results were in there was one team who contested their very low score; sure enough, after a recount they surfaced as the outright winners.

Thank you Trevor for a very entertaining and educational evening. Our New Year's resolutions are 'We will all start swatting for next year'

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**Where to go...**

Free landing vouchers for January in:

**Flyer Magazine:** Blackpool; Gamston, Gloucestershire and Popham.

**Pilot Magazine:** Fenland, Panshanger, Sligo and Sturgate.



**RAeS Bristol branch**

**Date:** Thursday 26th January 2012

**Subject:** A D S International Strategy

**Speaker:** Alan Fisher, Director-Aerospace International Sales, A.D.S

**Venue:** Concorde Room BAWA, Southmead, Bristol 18.00 for 18.30 start.

Out of the mouths of babes....

**MATHS**

The total is when you add up all the numbers and the remainder is an animal that pulls Santa on his sleigh

**Bristol ATC Visit**

We now have a list of 8 names who are interested in visiting Bristol ATC so a couple of optional dates will be obtained from Julian Andrews at Bristol and a visit organised for the near future. If anyone else would like to join the group then please contact Mary (contact details on front page), we have an invitation for up to 12 places.

**Bristol Aero Club Annual Dinner**

Phil Green has arranged their BAC Annual Dinner at BAWA for **Friday 24th February 2012** and LAA Bristol Wing members and our friends / family are welcome to attend as last year. Further details will be given at our joint January meeting but estimated cost is around £20 (event will be at cost).

If you're interested then let Phil know on 4th January.

**Snippets**

**Theft alert**

An aircraft owner at Old Sarum has circulated the warning that thieves have targeted aircraft parked on the airfield to siphon fuel out of tanks. Both Avgas and Mogas have been stolen just prior to Christmas.

One aircraft has been targeted four times, with a total of 200 litres being removed. As well as the cost of the fuel, around £2.00 per litre, there is a real safety risk if someone takes off assuming fuel contents that aren't there (but we all dip our fuel tanks don't we?).

**A Thought....**

Bristol Wing Member Ian sent in this wonderful response to last month's 'Thought box' - Thanks for the laugh, Ian

Before they invented drawing boards, what did they go back to?



## Picture Quiz

### What is this aircraft:

Answer an **Avro 621 Tutor G-AHSA** of the Shuttleworth Trust, painted as **K3241**.

Another reasonable response to last month's picture quiz, three correct submissions and one wrong one. Won't say who got it wrong, with what, but the correct entries were from Phil Mathews (Cotswold Aero Club CFI); Pete White (Devon Strut) and our own Quizmaster Trevor Wilcock.

It's great to know that our newsletter is read and enjoyed by non members (who are all very welcome to join in) but where are *our* plane spotters? We know you're good because you did so well at the Annual Wing Quiz last month.

Come on lads (and lasses) have a go at this month's picture quiz below—don't be shy, sent in your suggestion to the Editor!



Identify the aircraft above and the location, the registration has been covered over to prevent cheating with Google!

And this second one is for the really keen spotters!



*Wishing all our readers a very  
Happy and Prosperous New Year  
with blue skies and safe landings.*

## WHO ARE WE?

A column dedicated to finding out more about who belongs to the Bristol Wing.  
This month we talk to : **Nigel Phillips**



### Current Day Job/Past Career

My current job is General Manager Estates Maintenance, at University Hospitals Bristol NHS Foundation Trust, Bristol Royal Infirmary complex where I am responsible for the building maintenance, refurbishment and replacement of all Mechanical, Electrical and Building services. These include heating and ventilation; domestic hot and cold water as well as steam services, together with specialist piped medical gases; RO water for renal services; decontamination endoscope washer disinfectors and autoclaves; Fire management, detection and prevention; risk management programs; asbestos management and legionella preventative measures. In addition I am in charge of 4 steam raising boilers with combined output of 33,000kg/hr steam @10 bar, one CHP @ 1mgw and 1 HV generator of 2.25 mva shortly to be expanded to 4 HV gen sets to allow us to export into the grid and give 100% power back up to the whole site. This is all contained in the energy centre conspicuous across Bristol with its 70 metre high chimney dominating the sky line. We are about to start construction of a new roof top air ambulance helipad, which will also come under my control.

I was appointed into this post following a 10 year career in the Merchant Navy sailing as Chief Officer Engines on 250,000 dwt VLCC (very large crude carriers) for Standard Oil of New Jersey – Esso Petroleum, across the globe to places like Bahrain, Kuwait, Iran and South American countries where the pistol was the law.

### Why Aviation?

As a young lad, 10 years after the war, my play ground was the scrap yard of Kenley aerodrome where I and my friends soon overcame the chestnut paling “security” fence to access a number of hurricanes, spitfires, assortment of bi-plane fuselages and the pride of our squadron, a Lincoln Bomber.

This plane had made a wheels up landing and had been dragged/towed over to the dump and was therefore in a pretty good shape compared to some of the other residents.

First plane to get into were the fighters but as single seaters it was a case of first come first served and generally it was the bigger boys that got pride of the fleet.

But the Lincoln could, and did accommodate hoards of us, the various crew positions enabled plenty of opportunity to either shoot down the enemy fighters, bomb the living daylight out of someone, navigate our way home (this was boring as you could not see anything but there were loads of knobs to twiddle) or be the pilot to fly the mighty plane. Only problem was the pilot seat was designed to accommodate the seat parachute, which meant it was a mighty deep seat for a small kid and sometimes after it had been raining the Plexiglas canopy leaked water straight down into this seat, I was often dumped in here by my kind elder brother who derived a great deal of amusement from this act!

The familiar sound of a high revving Willys jeep with three RAF policemen on board belting down the peri-track towards us was the signal to scarp like rats out of a barrel, back through the fencing to safety.

The hours spent in these old planes was magic, great fun and undoubtedly started my interest in planes and flight. Whilst at sea I would admire the off loading of our stores from Sea Kings, Wessex and Alouette whilst steaming past Cape Town’s majestic Table Top Mountain background.

A friend on board was into Radio controlled flying. This was great and I set to making free flight planes on board and taking them ashore to fly. The bigger Radio planes I built and took those to Chipping Sodbury Common when on leave and dive bombed the golfers - much to my pleasure and their annoyance.

One thing lead to another and I met a chap from Bristol and Wessex flying club at Lulsgate where I had my first flight in a light aircraft from left hand seat .

### First Flight – in What, Where and When?

My first flight was in a twin engine Hawker Siddeley 748 from Birmingham to Guernsey in 1969 as a passenger. The first hands on go was a C152 in 1982 from Lulsgate where I flew around Cheddar reservoir and caught the thrill of being in charge. But the coincident arrival of our first son meant all thought of taking to the air were dispelled, and I wasn’t in charge!!

### How long in the Bristol Strut/Wing?

Introduced to the Strut on an open day event “Spread your Wings” at Garston Farm where Trevor took me up in G-DENS.... brilliant. This must have been about 2007 just after I started my PPL. I followed this invitation up as I was keen to met other pilots and learn about club flying as, whilst I had learnt to fly with Aeros, who are a business and not a flying club as such, I felt I would be missing out on the important aspect of talking over experiences and learning from much more experience pilots in an informal setting.

**Total Number of Aircraft and Hours Flown:**

I generally fly the PA28 and in my log book I have counted up 21 different registrations! Also flown the C152 and C172, Zlin 242 and been P2 in several Robins, RF6 and a couple of gliders. I have also taxied in B-17 Sentimental Journey in New York Genesee. Total hours recorded 150 since starting in 2007.

**Favourite and Worse Type Flown:**

Worse was the Lincoln as the engines would not start and we could not fly it! Best was the Zlin 242 when I logged an hour's aerobatics, the smile lasted for several hours after landing, a really great plane to fly if you like that type of inverted spirally type of activity!

**Current Aeroplane(s):**

Nothing of my own but open to options!

**Best Aviation Moment and Flight:**

Fight out of Bahrain to Dhahran in a Douglas Dakota in 1973. This plane had been de-militarised by the application of a nice coat of paint on the outside in Gulf aviation colours, but inside it looked like the "Band of Brothers" had just vacated it!

Standing on the ramp in normal nose high attitude meant a serious hand grip was required to get oneself from the rear boarding door to the seats up front passed the cages of chickens, goats and other squawking wildlife, as this plane was equivalent to the local bus service.

The crew of three consisted of a ex RAF Brit. Captain complete with handle bar moustache, a local fellow as right hand co-pilot and a steward resplendent in a uniform that looked like it had been purloined from TWA complete with brass emblems, flashes, epaulettes and a pair of white gloves!

The flight is relatively short across the desert and we could not have flown more than 2000 ft but no sooner had we left the ground then along came the Steward with a silver salver covered in boiled sweets, it made me laugh as here was a plane full of scruffy oil workers and squawking chickens being served boiled sweets by the most immaculate dressed person.

A short time later as we made our descent, from my seat on the front port side I could see into the cockpit, the left arm of the co-pilot grasping the throttles whilst the right hand was holding the spade grip, P2 driving today!

We could see the desert thorn bushes and odd camel flash past the side windows at what appeared to be exceedingly close range, where upon the white hand of the left hand seat occupant shot out and shoved the throttles and the co-pilots hand full forward into the front bulkhead and with a roar from the engines thankfully, the control column moved backwards and up we went sending boiled sweets, chickens and goats spilling, sliding and squawking backwards until the column moved again sending everything over to one side! It was bedlam.

When we landed, the Steward was there at the back of the plane standing at a strange angle to compensate for the stance of the plane, with his recently recaptured boiled sweets at the ready to bid us farewell!!!

**Any Aviation Heroes - if so who and why?**

Douglas Bader - an inspirational man, a legend and my boyhood hero.

**Any 'Hairy' Aviation Moments - if so - any lessons learnt?:**

Landing at Filton one Saturday after the field had been closed to weekend flyers for some time, only to find the local wildlife had assumed their own dominance. Cleared for RW27 about to touch down when out strode a big fox only to get half way across when he decides to stop right in line with my aiming point and tried to stare me out! A heave over his head and the over flight and resulting prop wash and noise sent him at full speed, luckily in the opposite direction.

Avoid the wild life as they don't read the airfield signs too well!

**Aircraft Wish List - to fly or own:**

I would, as I'm sure many others would, love to go up in a Spitfire, but a Harvard is a definite that I shall do.

**Any Advice For All Pilots:**

Prepare for the worst and enjoy the best.

**Ambition:**

Get my night and IMC rating. Retire and spend more time flying to become a better pilot!

## Wing book Library

At the 2011 AGM I volunteered to be responsible for the Wing library. As there has not been any activity recently I thought the arrival of 2012 would be a good time to remind you all of this resource. Below is a list of the books that are available, a selection of aviation history, piloting skills and interesting stories. To borrow one, send me an email at alan.george@trussler.co.uk or text or call on 07968 347831. Then I will bring the book to the next Wing meeting, or some mutually convenient delivery method.

I have lost track of some books so if anyone has a Wing library book could I have it back please. Specifically I am looking for 'Air Crash' by F. Jones, 'Elementary Gliding' by Paul Blanchard, 'Going Solo' by Roald Dahl, 'The Spitfire: 50 Years On' by Michael Bowyer, 'Taming the Taildragger' by John Ball and 'West with the Night' by Beryl Markham.

To whet your appetite here is a short review of 'Birth of a Spitfire' by Clive Du Cros. This is the fascinating story of a Swindon taxi company owner who dreamed of flying a Spitfire but who like most of us did not have the financial wherewithal, so resolved to build a 100% size flying replica. And unlike the rest of us he had the energy, drive and dogged persistence to actually do it.

The aircraft was an all wood structure that required professional stressing and was powered by a V12 Jaguar engine that required the development of a propeller reduction drive. It seems like obstacles were there just to be knocked over, did I mention at the beginning he did not have a pilot's licence so rebuilt a derelict Miles Messenger and learnt to fly in it.

Local details abound, the aircraft was assembled and flown from Hullavington, the Messenger project was bought in Bristol and much of his flying training was done at Staverton. Although before my time I am sure many of the names of those involved will be familiar to members of the then PFA Bristol Strut.

The book ends with the author realising his dream and flying his Spitfire over the Wiltshire countryside. I have to wonder, with all that energy expended on a one-off project, could it have led to more widespread effects? Anyway it is an interesting story for the drive and determination shown and because it is such an iconic aircraft. So request this book and in the dark January evenings you can get inspiration for the 2012 flying year. **Alan George**

### BRISTOL WING BOOK LIBRARY

The books in the following list are available on request. Just email Alan George at alan.george@trussler.co.uk or text / call him on 07968 347831 and he will bring your requested book to the next Wing meeting.

BOOK TITLE	AUTHOR
A Book of Air Journeys	Ludovic Kennedy
Acroport brochure	Acroport
Airborne for Pleasure	Albert Morgan
Amazing Air	Science Club
Aviator's Guide to GPS	Bill Clarke
Avionics	Bill Gunston
Biplanes	Michael F Jerram
Birth of a Spitfire	Clive Du Cros
Bristol Aerospace since 1910	Geoff Green
Carlisle Airport	Compiled by Paul Wiggins
Cessna 172 Around Britain	Dick Flute
Checklist – Grumman American AA-5	Airtour
Checklist – Piper Tomahawk (PA 38)	Airtour
Chevron brochure	AMF
Christavia brochure	Christavia
Chronicle of Aviation	J L International
Country Flying	Geoff Farr
Flight Briefing for Pilots - Volume 4	Birch & Bramson
Flying Fleas	Ellis and Jones
Flying Flight Simulators	Charles Gulick
Flying - The Golden years	Rupert Prior
Flying Tigers	Paul Szuscikiewicz
Freedom of the Skies	Margi Moss
Gliding: A Handbook On Soaring Flight	Derek Piggott

Grumman X-29	Bill Gunston
Guinness Book of Aircraft Facts and Feats	Taylor & Monday
If you read me - Rock the tower!!	Bob Stevens
International Air Traffic Control	Arnold Field
Jets at Sea	Leo Marriott
Kitfox brochure	Kitfox
KR-2 brochure	Rand Robinson
Military Helicopters	Hugh W Cowin
More Tails of the 50's	Peter Campbell
Morse Code for Airmen	Airtour
New Soaring Pilot	Welch and Irving
Pilot Officer Prune	Tim Hamilton
Pulsar brochure	Pulsar
Radio Telephony Manual	CAA
Reaching for the Skies	Ivan Rendall
Revolution in the Sky	Richard Saunders Allen
RV Kitplanes brochure	Vans
Sagittarius Rising	Cecil Lewis
Science and Technology of Low Speed and Motorless Flight	NASA
Spitfire, a Complete Fighting History	Alfred Price
Tails of the Fifties	Various
Tales from the Crewroom	David Berry
The Air Pilot's Weather Guide	Ingrid Holford
The British Civil Aircraft Register G-APAA to G-APZZ	Air Britain
The Dambusters Squadron	Alan Cooper
The DEC Schneider Trophy Race	D Baldry & M Jerram
The Helicopter	John Fay
The KnowHow Book of Flying Models	Mary Jae McNeil
The Pilot's R/T Handbook	Chris O'Malley
The Spider Web	T D Hallam
The World's Strangest Aircraft	Michael Taylor
They Called It Pilot Error	Robert L. Cohn
Thruster T.300 brochure	Thruster
UK Airspace, Is it Safe?	David Ogilvy
Ultralight and Microlight	Berger-Burr
Whitchurch Airport	Gerald Hart
Whittle - The True Story	J Golley
Winging it	Jack Jefford
Yeager	Chuck Yeager
"You want to build and fly a WHAT?"	Dick Starks