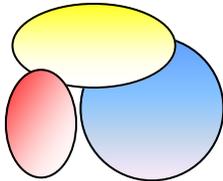




[www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)



# Bristol Wings



Newsletter of the LAA Bristol Wing

June 2012

## NEXT MEETING - Bristol Air Traffic control

### Wed 6th June meeting—7.30 pm in room 7

Ian Beadle from Bristol ATC will be coming along to talk to us about 'Flying in the Bristol Area' he will also give us a last minute update on the regulations regarding the Olympic Airspace. Ian has been involved in the consultations about the restrictions around the South East of England over the time of the Olympic Games and he will be happy to answer questions.

Those of us who fly in the Bristol airspace know how helpful and friendly the Air Traffic Service is and it will be good to have a chance to see one of the faces behind the voices, they enjoying meeting the pilots of those planes whose registration they know so well.

This is just one of the many visual aids to Bristol airspace which can be found in the very helpful booklet "Welcome to Flying in the Bristol Area" which Ian will not doubt be handing out. It is well worth viewing photos of all the local VRPs in full glorious colour and can be found on line at: <http://www.caa.co.uk/docs/299/FLY%20ON%20TRACK%20amended%20thoct2011.pdf>

This promises to be an interesting and informative evening for everyone and once again visitors are very welcome to join us from **7.30 on Wed 6th June**.

## LAST MEETING

David Joyce returned to tell us about exactly what was involved in his very successful 'Dawn to Dusk' Challenge in 2010 when he and his son Patrick, who is living with Motor Neurone Disease, flew the whole length of the British Isles, within the hours of daylight, photographing all the islands marked on the 1/2 mil chart. We also had an opportunity to see the wonderful log-books produced by Patrick which earned them the Pooleys Sword for the Best Log-book.

Through this achievement they raised a grand total of £11,817.12 for the MND Association.

David also enlightened us with his investigations about 'Ditching a Small Plane' and the interesting survival statistics. Thanks for an interesting evening David.

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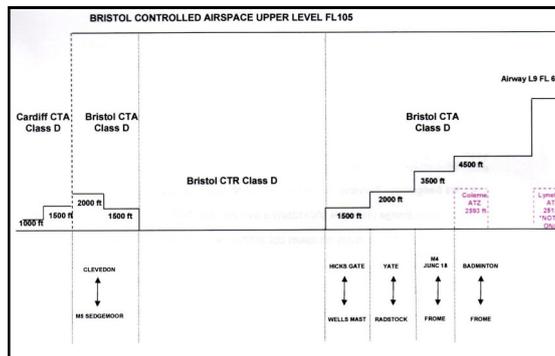
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## Where to go...

*Free landing vouchers for June in:*

**Flyer:** Bourn, Haverfordwest, Pembrey, Sturgate; also Thruxton. An error sneaked in to the final page (p 43) of the July landing fees, with the voucher for Thruxton reading as valid in June 2012. Thruxton have suggested that should you wish to use the landing fee in June or July, give them a call before hand and they will accept the landing fee. 01264 772352

**Pilot:** ..Fishburn, North Coates, Retford (Gamston) and Tibenham. **NB:** Although the vouchers say October 2011 they will still be honoured but check when you ring for PPR.

**And in July:**

**Flyer:** Barton, Dunkeswell, Gloucestershire, Henstridge, North Weald, Oaksey Park, Popham, Sherburn-in-Elmet and Shobdon. There is one common feature about these airfield: They're all supplying Total's new Avgas UL91.

## Future flying events

**14th-15th July :** Devon Strut Aero-Rally Dunkeswell

## Future Wing meetings

There will be no official meeting of LAA Bristol Wing in July or August.

**THURSDAY 13th September:** AGM (in Rooms 5/6 for this meeting only) (**Note change of day from usual**)

**October 3rd:** Dave Hall—Sun and Fun

**November 7th:** Graham Clark—AZ Injun Country, Splash with Crocs in FLA

**December 5th:** Quiz

## CAA News

The CAA frequently issue documents affecting us. Below are links to some which may be relevant to some of our members/readers:

They have just published an update to their document on **VFR night flying in the UK *delaying its implementation until September***. To view the **original** document click on the link <http://www.caa.co.uk/docs/33/SafetyNotice2012007.pdf>

**Scheme of Charges (Personal Licencing)** <http://www.caa.co.uk/docs/33/269PLSAmd.pdf>

**Frequency Monitoring SSR codes:** <http://www.caa.co.uk/docs/33/InformationNotice2012082.pdf>

### Codes already in use

**0010** For use when flying in the vicinity of the **Birmingham** Control Zone/Area when monitoring Birmingham Radar frequencies.

**0011** - For use when flying in the vicinity of **Southampton/Bournemouth** Zones/Areas and monitoring Solent Radar frequencies.

**0012** - For use when flying in the vicinity of **London Heathrow/London City/London Gatwick** Control Zones/Areas and monitoring Thames/Gatwick Radar frequencies.

**0013** - For use when flying in the vicinity of **London Luton/London Stansted** Control Zones/Areas and monitoring either Luton Radar or Essex Radar frequencies.

**6170** - For use when flying in the vicinity of **Doncaster Sheffield** Control Zone/Area when the pilot is monitoring Doncaster Sheffield Radar frequencies.

**7366** - For use when flying **within 5 nm of the Manchester** CTR and monitoring the Manchester Approach frequency.

**7045** - For use when flying **within 40 nm of Aldergrove** CTR when the pilot is monitoring Aldergrove Approach frequency.

### New Frequency Monitoring codes:

With effect from 31 May 2012, SSR Code **\*2677** may be used when flying in the vicinity of **Leeds-Bradford** Control Zones/Areas and monitoring Leeds Bradford Radar frequencies.

With effect from 28 June 2012, SSR Code **\*4572** may be used when flying in the vicinity of **East Midlands** Control Zones/Areas and monitoring the East Midlands Approach frequency.

From 2 July to 15 August 2012 (the period of the **Farnborough RA (T) and Olympic CAS (T)**), in order to both prevent and mitigate the consequences of airspace infringements, pilots operating in the **Farnborough (West) LARS** area who are unable or do not wish to receive an ATS, are encouraged to select the Farnborough Frequency Monitoring Code (**\*5047**) and to listen out on the Farnborough (West) LARS frequency, 125.250 MHz. This will allow Farnborough ATC to attempt to establish contact with an aircraft which is displaying such a code and which is considered to be infringing, or is likely to infringe, controlled airspace in order to resolve the situation quickly and efficiently. Selection of such codes does not imply the provision of any form of Air Traffic Service.

## Picture Quiz

Last month's picture from Graham:

**Neil Wilson**, the editor of the *Wessex Strut* newsletter and our quizmaster **Trevor Wilcock** have correctly identified the aircraft as a: **Douglas B-23 Dragon**, (Trevor added: Pima Air & Space Museum.)

*One member says:* My guess is a Douglas Dakota but that would seem to easy, so it could be a Douglas Comando *and another* thinks: the mystery pic is the view you would get if you had just missed your flight on a Douglas DC3 Dakota., unfortunately neither are quite right.....

A great response this time—keep it up chaps.....



This month's picture, with the clue: "Motown, maybe?"



## April's non-picture quiz

Tom's answer to his first question: "*Is it possible to fly without the aircraft's wheels leaving the ground?*" was: The logged time for a flight begins when the aircraft starts to move under its own power and finishes when the last engine is shut down at the hangar or parking place.. There is no legal requirement that I have found to get the wheels off the ground

Trevor Wilcock has responded with: The ANO states "256 (1) An aircraft is deemed to be in flight: (a) in the case of a piloted flying machine, from the moment when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power, until the moment when it next comes to rest after landing"; so you have to land to have flown!

## WHO ARE WE?

*A column dedicated to finding out more about who belongs to the Bristol Wing.*

*This month we talk to : Adrian Parsons*

### Current Day job/Past Career

I work in a Pensions Investments company – very much white collar, although we no longer wear white shirts/suits – work that one out.

### Why Aviation

I have always liked aeroplanes and my wife will tell you I have a perennial twitchy neck whenever there is activity overhead. For the last 20 years or so I have flown Radio control aeroplanes (and still do). When the opportunity came to learn to fly a few years ago, I jumped at the opportunity, and haven't looked back. I love the view, and the freedom and the sense of achievement every time I fly. And yes, a flight in 'DENS helped me on my way.



### First flight – in what, Where and When?

This must have been in a Fokker Friendship from Penang airport to KL, prior to joining a VC10 to Heathrow, although I don't remember it. In latter years a couple of significant birthdays saw me in the cockpit of a Stampe at Staverton (see the photo), sharing the same seat as Indiana Jones, looping and swooping over the Cotswolds.

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

This must be 5 years ?

### Total Number of Aircraft and Hours Flown

I have flown half a dozen types: Fournier RF6, Slingsby firefly T67c, & T67m, most of Aeros PA28's (thanks Nigel), two Stampes, DENS(of course), an RV (thanks Graham), a Tripacer (thanks Dave) and had a share in a ROBIN 2160. By the time you read this I should have 100 hours in my logbook as pilot (or P/UT).

### Favourite and Worse Types flown:

Of course my favourite has to be the plane I soloed and learned to fly in. I learned to fly in the T67m - a wobbly prop, fuel injected aeroplane, "they say it couldn't be done" in a little over the minimum hours, largely because there is compulsory spin training before I was allowed to go solo. If anything I think this was a good thing as it taught me the concept of a flight envelope. The only down side as far as I was concerned was the difficulty in starting the hot engine. I spent too long sat at land away airfields (Shobdon) waiting for the compulsory half an hour cool down period after failure to start, concerned that I would be given a roasting for staying away too long. Contrary to its widow maker reputation it is a lovely aeroplane to fly, crisp, manoeuvrable and forgiving in the circuit. Of course stretch the envelope and this all changes, but there is plenty of warning.

I loved flying the Stampes for all the normal reasons – guaranteed to bring a smile to the face. "My" Robin 'WY also was a lovely aeroplane, if only it had been built (and repaired) a bit better. Whisky Yankee just loved to fly and be flown.

I don't really have a worst, although there is definitely one or two PA28's in the Aero's fleet that are not very pleasant to fly, especially in winter. One in particular was more draughty than the Stampe.

## **Current Aeroplane**

Sadly the Robin has now gone, although it has been repaired and is up for sale, I can guarantee that she is in very good condition mechanically now. – my mortgage statements will testify to this.

I therefore fly anything from the Tiger Airways fleet that isn't a Bi-plane, and anything else anyone will let me. Thank you to those who have indulged this.

## **Best Aviation moment and flight**

First solo? - Of course. The words "Congratulations on your first solo Big Cat 1 solo" from the Tower at Gloucester are etched on my memory, they even allowed me to backtrack rather than taxi the long way around. I didn't know what they meant so executed a 180 turn and went back down the runway anyway. I also remember climbing into the circuit, turning downwind and feeling very elated and proud, and also very pleased to not be listening to the voice of an instructor in my ears.

## **Any Aviation Heroes – if so who and why?**

I have read and re-read Alex Henshaw's book a number of times, so he rates highly, but my all time hero has to be my Uncle. His never ending catalogue of stories flying Anson's, Tiger Moths, Harvards, Mosquitos, Lancasters, Shagbats and Sunderlands around the world captivate me. He was only a small chap, so the image of a small chap in control of a Lanc' or Sunderland' amazes me.

Mind you, he clearly had attended the compulsory RAF course on story telling.

## **Any Hairy aviation moments – if so – any lessons learnt?**

So far I have had a relatively smooth ride. A few nuggets would be: I have, to my shame, flown over Gloucester twice without seeing it in marginal VFR conditions. Full of praise for the tower guys for their patience and understanding, and for turning on the lights in broad daylight to help. How can you lose an airfield that big??

Another moment was on my first solo, when another student (with an instructor on board) climbed from below me in the opposite direction straight at me on the live side whilst I was late downwind in the circuit. The tower were, as you would hope, very concerned by the situation and no doubt recorded an airprox. somewhere.

More exciting was on a biennial test with my Instructor in the Robin. Whilst executing a PFL, without warning, my instructor pulled the nearest knob on the dashboard to idle the throttle, instead pulling the fuel mixture to cut off. (Yes a freewheeling engine will restart if you retard the throttle and re-introduce fuel).

## **Aircraft wish list – to fly or own.**

I am still hoping to fly a warbird someday – maybe the Sea Fury.

I would love to own the SSDL Eindexer,

## **Any advice For All Pilots?**

Are you kidding? – I am the one who needs to keep on learning, don't be too proud to accept advice or criticism.

Fly as much as you can afford, fly with other people that you trust, learn from and challenge each other.

Believe the saying "It is better to be down here wishing you were up there than . . . ." it is.

Don't be afraid to try new things – but not on your own, experienced pilots and instructors are there for a reason.

## **Ambition**

Walk away from every landing, be the oldest living pilot.

## LAA Rally in September at Sywell

Ian Tadd has made the following announcement:

I'm taking my van up to the Sywell Rally on the Friday (31st August).

I have 3 possibly 4 seats empty if, for a share of go juice, anyone wants a ride and camp, I am also willing to transport up any stuff that members planning to fly up would find it easier to stick in the van...tents, aircraft covers, spare engines etc but no pets. I'm planning (but open to ideas) to leave Bristol sometime around 5-6pm on the Friday and return Sunday evening. For those who have seen my van and think the chances of getting there is remote, the good (or should that be bad) news is it's gone to meet its maker and been replaced.

### Quote from LAA web site

*"Once again, this year's LAA Sywell Rally will have a dedicated campsite with hot showers and regularly serviced toilets, which will be sited in the field across the road from the aerodrome and run by Andover Strut members. The site will be up and running from Thursday afternoon and will close early on Monday morning.*

*There will be a single price of £30 per unit irrespective of length of stay (a unit being a tent, caravan or motor-home). Or book on-line in advance and pay just £20 (note online bookings for the campsite will close at 4pm on Friday 24 August)."*

*In addition Members by road : £5 - INCLUDES AIRSIDE ACCESS.*

*LAA, BMAA and BRA members £5 covers all three days. Please bring your membership card with you.*

*Non members by road : £10 which covers all three days (does not include airside)*

If you're interested in joining Ian then speak to him at the next meeting (**Wed 6th June**) or contact the editor who will pass on your details and get Ian to contact you.

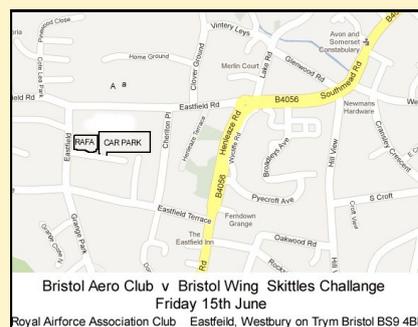
## Skittles Challenge

Many thanks to Ian Tadd who has organised the Bristol Aero Club vs LAA Bristol Wing Skittles Challenge. This will take place on:

**Friday 15th June** at the RAFA Club, Eastfield, Bristol, BS9 4BE.

(About a mile and a half along Southmead Road from BAWA, past Southmead Hospital )

Car Parking at the rear. 7 for 7.30pm start. Hot and cold buffet.



## Member's News

We send our best wishes to our Treasurer **Gordon Pritt** who is undergoing treatment on his eyes. We wish him all the best and hope he will be able to join us again soon.

Congratulations to **Dave Hall** who has been awarded the Certificate of Merit for his indefatigable work with LAA Youth Aviation. Here's Dave's report on the presentation 'Do' at the RAF Club in Piccadilly, London on 17th May.

*The Royal Aero Club awards went off well last Thursday. Anne and I enjoyed the event - very smart in the RAF Club in Piccadilly, London, with Prince Andrew who was in his element, joking about the mad things people get up to in the aviation sports world, and wishing it will continue despite all the difficulties that may be placed in the way. David Hempleman-Adams and other well-known and less well-known fliers got various prestigious trophies, including Dave Sykes who flew a flex-wing micro-light solo to Australia, despite being paraplegic.*

*Apart from the balloonists, micro-lighters, parachutists, model fliers, air racers etc, the LAA was well-represented in the awards. The Yateley Build-a-Plane team received the President's Breitling Trophy; David Corbett's wife accepted a posthumous Silver Medal for his work with the Flying Farmers and Shobdon, John Broad got a Bronze medal for his work with the LAA promoting and protecting air-sports, John Mitchie was also recognised with a Bronze medal for his work with the LAA and the Yateley BaP, Dave Hall got a Certificate of Merit for work with LAA Youth Aviation, and Ernest Horsfall received the Cowburn & Kay 'Old and Bold' Trophy for his work saving Jodels and as an LAA inspector (he's now 93 and still active, but had to give up flying last year as his insurers wouldn't cover him any more!).*

*The presentations were followed by a dinner for the LAA contingent, which was as affable and quaffable as it was 'posh'. I hasten to add that it was a 'pay' do; the general LAA membership weren't covering the costs!*

## Evelyn Johnson

Thanks to Frank Bond and Brian Osley for forwarding on this interesting article.

Evelyn Johnson, who has died aged 102, was an aviatrix known as “Mama Bird” who made it into the Guinness Book of Records as having the most flying hours of any woman and the most of any living person.

After learning to fly in 1944, she logged 57,635.4 flying hours during a 60-year career in mostly small aeroplanes, flying an estimated 5.5 million miles — a distance equal to about 12 round trips to the moon. She served as a colonel in the US Civil Air Patrol, and became the oldest flight instructor in the world, continuing to teach until the age of 96.

She was born Evelyn Stone on November 4 1909 at Corbin, Kentucky, the daughter of a conductor on the Louisville and Nashville Railroad. Her family moved to Tennessee when she was six, and she read English at the University of Tennessee, where she met her first husband, Wyatt Bryan.

After their marriage they moved to Jefferson City, Tennessee, to start a dry-cleaning business.

In 1944, when her husband was on wartime service with the Air Corps in Florida, she noticed an advertisement for flying lessons in nearby Knoxville and decided to give it a try. It was, she recalled, “love at first flight”.

At a time when many women did not know how to drive a car, she learned to fly a single-engine “high wing” Piper J3-Cub, flew solo for the first time on November 8 1944 and earned her private pilot’s licence the following year. Later she mastered seaplanes, multi-engine aircraft, helicopters and transport planes.

In 1953 she became manager of a small airport at Morristown, Tennessee, where over the next half century she taught some 5,000 student pilots and certified more than 9,000 pilots for the Federal Aviation Administration.

In 1958 she won a Carnegie Foundation award for saving the life of a helicopter pilot who crashed during take-off at the airport.

For some 20 years she operated a flying service, taking sightseers, passengers and cargo around the country. She flew in the so-called “Powder Puff Derbies” (coast-to-coast races for female pilots), and raced from Washington to Havana in 1955. Though she had two complete engine failures, she never crashed.

The record for hours flown is held by Ed Long, who flew more than 64,000 hours surveying power lines and whose last words, before his death in 1999, were supposed to have been: “Don’t let that woman beat me.”

She made a valiant effort to do so, despite the onset of glaucoma and a car crash in 2006 which forced doctors to amputate her leg — she complained that it was not the flying that was the problem, but “getting the prosthesis into the small planes”. Though eventually forced to give up before beating Long’s record, she continued to manage the airport until the age of 101.

In 2007 she was inducted into the National Aviation Hall of Fame at Dayton, Ohio, alongside the astronaut Sally Ride and the adventurer Steve Fossett.

Her first husband, Wyatt Bryan, died in 1963, and her second, Morgan Johnson, in 1977.

Evelyn Johnson, born November 4 1909, died May 10 2012

(As Brian says: her total= 7204 x 8 hour days, 1029 x 7 days and 19.8 years in the air! A remarkable woman)



**Ours is the  
commencement of a  
flying age, and I am happy to  
have popped into existence at a  
period so interesting.**

**Amelia Earhart  
20 Hrs 40 Mins, 1928.**

## Garston Farm (Marshfield)- Rechlin-Larz EDAX (Deep in East Germany)

Written by Ron & Lyn Perry

Hubert Eckl, an Emeraude owner, has been organising fly-ins for a few years. The distance to Rechlin and back is approximately 1200 nautical miles so you expect about 14 hours flying time for your average 90 knotter. We had been before to another airfield north of Berlin so knew the ropes.

Planning began in earnest. We hoped to leave on Wednesday 16<sup>th</sup> May. A failed vacuum pump was replaced on Tuesday the 15<sup>th</sup>, thanks to Trevor Hope our inspector. I filed the flight plan on AFPEX the night before and programmed the route into our trusty Garmin 196.

Wednesday 16<sup>th</sup> dawned clear with a good forecast at least into western part of Germany. An old front with showers was slowly creaking itself eastwards across Europe. We left Garston at 09.05 destination Calais. After our initial contact with Colerne we changed to London information to activate our flight plan then Bristol/Boscombe/Farnborough West and East as we made our way towards the channel crossing. We routed to the East of Pewsey, then just SW of Popham before turning east at Midhurst giving us a straight run to Lydd bearing 090. We went over Lydd who passed us to Calais 10 miles out across a slightly murky channel. The weather was good all the way and we had a tailwind of 5 knots which is always welcome! We called Calais and were number 2 to a SAR helicopter which had been involved in exercises along the French and Belgium coast. Yes I had checked notams for the whole trip – all 16 pages! Flight time 1 hour 44 minutes

We had a lazy lunch in the newish restaurant at Calais. Warm goats cheese salad and a carbonara Tagliatelli. The chap who runs the restaurant is English with a French wife and they hope that Calais retains

customs as 35-40% of his trade comes from Brits. The Calais landing fee was only £7.44 and 100LL fuel at £1.88 per litre. We filled up to 80 litres. At Calais flight plans are now handled at the desk opposite the restaurant so no need for a long walk to the tower.



Coasting out at Lydd (Dungeness Power Station)



Shower approaching Damme

Our next flight was to take us along the coast through Belgium past Ostend and into Holland over Midden Zeeland then straight on across Holland before entering Germany near Stadtlohn. Our route then continued on a similar track to Damme (about 70 miles into Germany). We again had a bit of a tailwind so our expected time on route was about 2 hours 35 minutes. The weather was again good initially but we needed to keep a weather eye open for forecast showers as we progressed east. Our final 20 miles to Damme were blocked by a large developing shower and after hanging around for 10 minutes we got in OK with just some light rain. Our change of track to miss the shower was immediately spotted by the Langen information controller who asked if we had a problem. The shower was not showing up on his radar and full assistance was offered if needed. The landing fee at Damme was £6.61 with Mogas at £1.54 per litre. Flight time 2 hours 50 minutes. We had decided to overnight in Damme so pitched the small tent we had borrowed from Mary. We had dinner in the Damme airfield restaurant. The free "app" google translator was very useful on

our phone as we ordered Schnitzel mit pommes and six beers! Flight time 2 hours 45 minutes.

The weather was good the next day, again with our expected tailwind. The flight to Rechlin-Larz was very pleasant taking a mere 1 hr 45 mins. East Germany is very flat and heavily forested. The forced landing options were a little restricted at times. Rechlin-Larz was originally a Luftwaffe testing airfield similar to our Boscombe Down. After the war it was used by Russian jets until the reunification of Germany. Rechlin now has just one runway with a displaced threshold of 900 metres – still 1500 metres left to land on however! Rechlin is being developed into an airpark with houses, hangars, marina etc. The rivers alongside link to the Muritzsee and it would be a fabulous place to live/fly/sail/fish etc.

We were the first arrival for the fly-in (a day early) but we were soon followed by Jeremy Leber in his Jodel 1050 from Oaksey Park. About 15 other aircraft turned up early on the Thursday with a high proportion of motor gliders - RF4/5s and tandem falkes. In the afternoon one of the airfield owners lent us a couple of electric bikes (after originally offering us a courtesy BMW!) and we had a ride up to the Muritzsee. Our hosts Hubert and Monica Eckl arrived that evening, Hubert in his Emeraude. Hubert had arranged some large tents which we slept in the first night on some folding camp beds. However it was VERY cold despite sleeping bags, self inflating mattresses and all our clothes including fleeces! The next day we cycled straight off to a local shop and bought two more sleeping bags ready for the next cold night. Many additional planes arrived on the Friday but apart from an Emeraude from Denmark the rest were all German. We had decided to erect our smaller tent for the next night but on seeing the size of it Monika thought it only big enough for our shoes! (*It is only just big enough for me, - Mary*) She lent us a spare tent she had brought along. Much warmer night with two sleeping bags each! The evening meal was in a Russian hangar previously used to house MIGs. An ex-military motorbike and trailer arrived, the trailer containing goulash for all the aviators.



Rechlin-Larz

we went. We hoped to make Damme for the night but had a few alternatives on the way. The weather however played ball and we made Damme with no problems after leaving Rechlin at 09.30. A tailwind again with the wind now from the East. We did however hear thunder in the evening. I had now succumbed to the cold so we decided on the luxury of a log cabin at Damme with the aeroplane parked outside. I crashed out at 6.30 PM and slept till morning.

On the Monday morning the TAFs didn't look brilliant with deteriorating visibility the further west you went with again a low probability of thunderstorms. We therefore decided on a short hop to the German / Dutch border to Stadtlohn Vreden. This 70 mile flight would give us a chance to again check the weather and decide whether to press on. Weather looked possible for Midden Zeeland but viz was still poor to the west. However we made Midden Zeeland with about 6K viz which had been up and down as we crossed Holland. We turned final on 27 to be advised the wind was 330/25 knots – lucky we were in a tail dragger! The landing fee at Midden Zeeland was £16.95 and mogas was £1.76 per litre. Cloudbases and viz further to the west was very poor so we decided to stay the Monday night.

We did not leave Midden Zeeland in fact until Friday morning when the weather was at last ok. We tried on Tuesday at 500 feet towards Ostend but could rightly not obtain a SVFR clearance through the Ostend CTR so back to Midden Zeeland! We stayed for four nights in a hotel/café/bar about 45 minutes walk from the airfield.



Landing at Midden Zeeland in haze and 25 knot x/wind

On Saturday the fly-in got into full swing with over 60 planes in total. Jeremy left at lunchtime fearing the weather on Sunday would not allow him to get back to the UK – how right he was but more of that later. We obtained some Mogas in cans for £1.45 per litre.

The event included vintage cars and tractors which kept us busy on the Saturday. During the afternoon a Jazz band had been organised and played outside in the sunshine. They had been playing together for 50 years! A second, all female jazzband "Venus Brass", had been scheduled for the evening. They arrived a little early seemingly unaware they were following another band but they joined forces for some numbers giving us some fine music. Food for tonight was a whole pig roast. Between bands we were treated to a German female duo singing Irish folk music – we bought their CD! A brilliant evening, shame we were suffering from heavy colds brought from England.

Next day the weather was good in Rechlin but with a forecast of thunderstorms the further west



VE outside log cabin at Damme

Other residents were Polish dock workers at nearby Middelburg. Bed Breakfast Evening meal (three course fixed docker's menu) plus beer wine and a lift to and from the airfield came to a very reasonable £39.67 per person per night. We toured Zeeland on foot and bikes while we had our four day wait – nice area!

We expected a weak cold front to clear through from the North East during Thursday night and sure enough we were airborne in good viz at 09.30 Friday morning bound for Lydd. Tailwind again with a ground speed up to 113 knots at best. I decided to practise my instrument flying skills across the channel with the FO providing the look out. All went well until conversations with ATC when I would turn left 40 degrees. More practise needed! Landing fee at Lydd was £16.80 with 100LL at £2.136 per litre – ouch! Luckily I only needed a 15 litre top up to give a decent reserve for the trip to Garston Farm.

Finally a good trip back to Garston with a tailwind arriving Friday lunchtime – only 4 ½ days late!

## LAA National Council Meeting - 19<sup>th</sup> May 2012

Summary by our NC Rep Dave Hall

The following items were raised at the NC Meeting:-

### **General and Marketing:-**

Website revisions including online "Briefing Room" to be set up.

AGM Sat 29 Sept at Turweston; fly-in event.

Rally 31 Aug-2 Sept Sywell; 4 marquees. Car-parking volunteers needed.

LAA Club sample logo :- LAA logo plus strut name under – not inspiring.

LAA marketing displays hoped to be set-up at Shuttleworth and Brooklands Museum.

Ideas on expanding LAA involvement in N. Ireland sought.

Club membership offer through Strut members – not a large take-up. Ideas included online newsletters, zero cost membership for student pilots (no magazine). Low take-up of Junior/Student membership, though at £15 with magazine it offers good value.

### **Club Best Practice talks:-**

Devon Strut – outlined their organisation, fly-ins and 'scrambles' events, club structure, strut advantages (many airfields, few ATZs, lots of members), online comms, and a separate charity to run young aviator days for disadvantaged children, and Scout camps (no LAA input or spin-off). Have leaflets and notice-boards at airfields for Club/LAA publicity.

Wessex Strut (affiliated members) – Henstridge-based, mixed LAA and non-LAA, support from airfield to run 2 scout camps and a young aviator day for CLIC. Extra insurance costs £750 (£2 per youngster flown). Run BATH nights (BBQ At The Hangar), 'scrambles' etc. Aircraft on static display at Yeovilton Air Day. Small size means they can't run the charitable events as LAA members. Warned us about the White Waltham situation where the youngsters' flying group (Joystick Club) split off from the Strut, leaving a much depleted Strut.

YES Strut:- role and activities, not promoting flying aspects of events, but non-airside ground-school work at Scout camps being supported. No publicity at LAA's request. Events stands at EXPO, RIAT (Fairford), Farnborough, LAA Rally and other smaller and local events. Flight sim cockpits and fuselage structure projects, and expansion of web-based information resources.

Suggested that money allocated to NC could be used for notice boards and display materials.

### **Navigation Competitions:**

Documentation has been sent out by John Brady to Co-ordinators. Glos and Derby planning one. There's a cup available for a National competition.

### **NC Roles and Responsibilities:**

Important as a sounding board for ideas and mutual inspiration, as recruiting and training for the Board, valuable source of advice for the Board. Useful to have further Strut profiles in future NCs.

### **Other Business:**

Requested that club newsletters be uploaded to the web if possible (some keep them for members only, at least for a period, to avoid non-members benefitting at no cost).

FAQ section needed on LAA website – to field some of the questions asked of officers on a daily basis.

Fenland Fly-in Sun 5 Aug.

Licenses – Uncertainty whether LAPL may cover Annex II in Europe – needs some negotiation.

Warning from Alan Chalkley over intergranular corrosion which may be missed in a permit inspection producing possible litigation danger.

Moves over off-permit aircraft to try to get more back on permit, by sharing or selling little used aircraft, to increase permit income.

Dave Hall; 30 May 2012