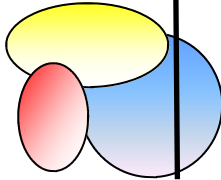




[www.bristolwing.flyer.co.uk](http://www.bristolwing.flyer.co.uk)



# Bristol Wings



## Newsletter of the LAA Bristol Wing

May 2008

### NEXT MEETING - A LOST LANCASTER

The presentation at our next meeting on Thursday 8th May will be given by John Stennard; his uncle was the Flight Engineer on the Lancaster PD 388 which was lost in January 1945 when on its 29th mission. "The Last Flight of a Lancaster" is the story of this aircraft and its crew.



Another topic for discussion at our meeting: Now the evenings are lighter we are looking to run a trip to the Bristol Aero Collection at Kemble. Interested members from the BMAC will also be coming along. It will a good way to meet each other. Dave will be on hand to take questions.

We are also looking for interest in a day trip to Cosford. Again we will sound that out with you all at the meeting.

### LAST MONTH - SKITTLES WITH B.A.C.

There was a good turn out for our Skittles match with Bristol Aero Club last month. More than 30 members and wives from both clubs came along. Fortunately the skittle alley allowed us to overspill into the bar so there was room for all. The new owners of the White Hart came up trumps with some tasty sandwiches and nibbles for us.

We were defeated with ease by B.A.C; many of our efforts found the gaps between the pins. I've never worked out why so many balls go through the middle without touching any pins because statistically our random attempts should knock as many down as miss but they don't seem to. B.A.C have offered to put on a re-match in the autumn though I have an idea it won't improve our showing much unless we get some practice in. It was an excellent evening and a good opportunity to chat to fellow flyers. Our thanks to Philip for setting up the B.A.C. side and to Maedene and Kristine for being the "sticker uppers".

#### A united front.

Some members may have seen the recent announcement on the LAA website that initial merger talks between LAA and BMAA are about to take place. This is very good news for both organisations. It is quite important nowadays for like minded clubs and associations to form closer links with each other. We need to show a united front to what seems to be an avalanche of over regulation attacking our pastime of late. Some of you will have met Trevor Jackson secretary of the Bristol Microlight Aircraft Club, and Kate his wife, who are coming to our meetings. We certainly agree closer links at branch level are a good idea and should do something to make it happen.

Steve

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#### Contact Information

##### Wing Co-ordinator:

Steve Neale  
01454 326745  
E-mail:  
[srneale@yahoo.co.uk](mailto:srneale@yahoo.co.uk)

##### Treasurer/Membership Sec:

Gordon Pritt  
01934-622795  
e-mail:  
[gordon.pritt@talktalk.net](mailto:gordon.pritt@talktalk.net)

##### Newsletter distribution:

Ian & Mary Leader  
01275 541572  
e-mail:  
[ian@bristolwing.flyer.co.uk](mailto:ian@bristolwing.flyer.co.uk)  
Editorial address:  
7, Cantell Grove  
Stockwood, BRISTOL  
BS14 8TP

## Member's Wings

This month we feature Geoff Roe's neat Jodel D18 G-OLEM. Built in 2005 with PFA serial number 169-11613 in Scotland, Geoff discovered it advertised on e-bay as an unfinished project. On investigation, he considered it was a bargain and bought it. The first thing to be done was sell off the old VW engine and install a brand new Jabiru 2200 in the airframe, and then set about completing the build at a draughty airfield throughout the winter, commuting from Bath when necessary. When complete, the aircraft was flight tested, certified, and Geoff flew it from Scotland to Garston Farm on 29th January 2006.

With the Jabiru engine the aircraft cruises at 92 knots and burns a mere 13 litres per hour. It is a good strip aeroplane with STOL performance from a 450 metre field, only weighing 255 kg empty!

## Where to go in May

Free landing vouchers in:

Flyer Magazine: Bodmin, Draycot, Fife and Sherburn.

Pilot Magazine: Cromer, Edsfield, Fair Isle, Gigha Island, Headcorn and Longside.

Today's Pilot Mag: Cromer, Fenland, Fife, Gigha Island, Panshanger and Wick.

### More local events in May -

3-5th - Microlight Exhibition - Popham - **POSTPONED** due waterlogged field until 2nd/3rd August. See website.

4th - LAA Devon Strut fly-in - Bolthead - PPR 01548 -842057 or 07970-251386

10-11th - LAA National Young Aviators weekend.

11th - Pooleys Air Day - Compton Abbas.

11th - de Havilland & Vintage Aircraft Fly-in, Popham.

24-25th - LAA Shobdon Strut fly-in.

31-1st June - LAA Southwest regional rally - Dunkeswell - 01752 690358

Sure I can fly it -- it has  
wings, doesn't it?  
anon

## Member's news



We have heard again from Andy Ferrington who has now finished his training course at Jerez in Spain and graduated on 25th April. He now has a JAR CPL, with multi-engine, instrument rating, and multi-crew, effectively a frozen ATPL but no job. The plan was that GB Airways (a subsidiary of British Airways) would provide a job for the graduates on completion of the course, but in the meantime they were taken over by Easyjet who have announced they don't have any places left. Andy thoroughly enjoyed the training course which he admitted was a bit tough at times; he is home in Bristol now, and writing letters to all the airlines to raise interest in a new pilot.

On behalf of all at Bristol Wing we wish Andy all the very best, with the hope that his career gets off the ground real soon!

The season is upon us now and fly-ins beckon from all directions. It might be nice to communicate with each other to arrange to meet at some of them. Also when we fly some of us have empty seats and could accommodate a non flying wing member. Gordon circulates the list and you should all have a copy. I would urge our pilots to look at it and pick up the phone. If you are on the list remember final decisions are made on the day or at best the day before because of our fickle weather so if you get that phone call, and are serious, you will need to be prepared to drop everything at short notice. If you make sure people know you are keen, and build a reputation for saying "yes" at short notice, you will get the calls. Steve

Trevor (Wilcock) has been doing some research for us into the viability of a strut gliding evening at Nympsfield. Normally they only Aero tow for trial lessons but in our case Trevor hopes that they will winch launch for us. Cost might be £25 to £30 for the first launch (which for insurance reasons includes 3 months' club membership), and £8 plus around 30p per minute airborne time for any subsequent launches (that evening or any time during the 3 months). We can kick the idea around and hopefully Trevor can answer your questions at the next meeting if he's there. I will be looking for a show of hands from interested parties.

If you have never winch launched in a glider before, it is quite an experience!

Steve.



## Flying down-under

A flavour of flying in Australia

By Ian and Mary Leader

*Maroochy Tower, Victor Hotel Sierra November Quebec request taxi for local flight.*

*Roger, taxi holding point one eight, report ready.*

*We were at Maroochydoore Airport in a Cessna 172 Skyhawk about to launch off to see the Sunshine Coast of Queensland from the only perspective fitting for a couple of LAA members. My instructor was called Mitchell and we had Mary's sister along for the ride to fill the fourth seat.*

We arrived in Australia on the 12th April, and Melbourne at the time was going through a "heatwave" of 34°C. Lovely, compared to the stormy British weather we had left behind. Melbourne is the home of Mary's brother, who was to take us under his wing and ultimately accompany us to Brisbane over the next few weeks.

During our stay at Melbourne, we found our way to a little airfield called Lilydale, situated in the Yarra Valley not far from the Dandenong mountain range. On arrival at the aero club we inquired if there was a possibility of hiring an aircraft (with instructor) for a short local flight to see the spectacular countryside from the air. The answer was "yes" so we were introduced to Brent who was free at the time, and walked out to the Piper PA28 on the apron.



The aeroplane was all fuelled up and pre-flight checked, so we climbed aboard and I very soon became familiar with the layout of instruments and controls after flying with a joystick for so long. Brent did all the radio work, using the Unicom frequency common at airfields in country areas that don't have an A/G service. The temperature that day was still quite high at 31°C, so the air was a bit bumpy and the take off run was extended. However, the grass surface was dry and short so we had no problem getting aloft.

After half an hour of delightful sight-seeing, including a low pass over the Dandenongs and a wave to the Skyhigh Restaurant at 2000 ft, we arrived back at Lilydale airfield.

By the third week, we arrived at Canberra and did the tourist bits including Parliament House and all the various country's Embassies. The War Memorial has an interesting museum, housing among others the famous Australian built DH Mosquito and Sea Fury with folded wings. They also have a Jap Zero hanging up, a P40 Kittyhawk and a P51 Mustang and a MIG from the Korean war in which Australia was heavily involved.

One day, we ventured out to Tidbinbilla to see the Deep Space tracking station. This is one of only three in the world that track spacecraft in deep-space, (the others are at Goldstone in California and Madrid in Spain) and there is a very interesting display area on site with video presentations describing everything they do. And it's all Free! Among the exhibits is a lump of Moon-rock, and space-suits used during the moon landing. The Tidbinbilla site was not exclusively involved with the moon landings in 1969, but it worked in conjunction with a custom site at Honeysuckle Creek, 20km south, and also one west of Sydney called Parkes, (featured in the movie "The Dish") relaying messages and TV signals from Apollo 11 back to Houston in the USA.

Today, the DSCC has a full program of jobs, sending instructions and receiving data from a large number of spacecraft both in the solar system and beyond. They are daily in contact among others with both Voyagers 1&2, all the Mars rovers, the solar wind probe, the mission to Pluto and the DAWN mission to the asteroid belt. Coming up soon will be the arrival on Mars of the Phoenix probe on May 25th, when it will explore the polar region looking for evidence of life, and Cassini continues its exploration of Saturn's moons and ring system; in May it will be flying close to Titan again to gather radar data of the bright region called Xanadu.



After Canberra we set off for Sydney, with the intention of flying over the Harbour bridge and Opera House. We booked a Cessna 172 for an early morning slot, but when we arrived at Camden airfield it was screened out with low fog which was forecast to linger through the morning. We were able to shift the slot to later on, but the forecast was then to blow a severe cross-wind, so we cancelled and made our way by car to the Sydney Rocks area. We even tried phoning the helicopter rides company, but they reported they were grounded for the same reason.



Oh well, if we can't fly we'll take a ferry ride instead. Australia is a BIG country and with it goes big weather; the further north you go it gets more tropical, and this time of the year thunderstorms are not unexpected. The ferry took us along the harbour from Manly Cove to the Rocks, with spectacular scenery all the way. We stopped overnight in Sydney, and next morning it was time to take the road towards Brisbane, our ultimate destination.

In Queensland we headed towards Maroochydore Airport, home of the Aero Dynamic Flight Academy. A fancy title, but the nicest people you could meet anywhere. We asked the chap in reception if they had a C172 free, and there was! Mitchell said he was also free to go any time, so the decision was made. We piled into the aircraft and requested taxi for a local flight, and were soon airborne heading south along the Sunshine Coast. Maroochy has a



tower controller because they sometimes have passenger jet movements, and one was due in while we were flying. We were vectored out over the sea, and turned north following the spectacular beach all the way to Noosa Heads, where I turned inland towards Tewantin where Jane lives, to find her house and fly over it. After taking the required photos, we headed down the Pacific Highway keeping clear of an area where parachutes were reported dropping. From this position, we were favourably lined up for a straight-in on runway 12, so landed just as the jet was taxiing in to the terminal. Once again, a most enjoyable flight with an instructor who was happy to sit back and enjoy the view, and the weather was stunning.

During our stay in Queensland we were able to explore the hinterland a bit, and one day found ourselves at the top of Mount Tamborine, a favourite launching place for flex-wings and paragliders. That day there was a good turnout of flying machines, the pilots all keen to enter a cross-country exercise that the club had planned. The launch field is 1800 feet AMSL and the view from there is spectacular (that word again, but everything we've seen so far defies any other description!). We were impressed all over Australia by the clarity of the air, most days you can see 100Km or more, there doesn't seem to be the pollution we have to put up with in Britain.

One of the pilots explained to us that the task was to fly to a pre-defined waypoint, change direction to another, and then fly back to land in the club field just at the foot of the mountain we were on. He said a lot of land-aways are expected, and if five get back and finish the task it will be a good result. They are all equipped with radio comms, and GPS, so should be rescued if they run out of lift. All the pilots were waiting for the thermals to build, but by twelve noon the first was away and circling over the launch field to gain height. It was impressive to watch the launch of each hang-glider, because the grass run was short and very steep; beyond the grass were unfriendly looking bushes, and then tree tops so once committed there was no getting back. When we left the site, most had launched, some were still gaining height, and the first to leave were dots in the sky down-range.



Before we left for Australia, Graham Clark introduced us by e-mail to a friend of his through the Jodel Club, who lives in Bribie Island and flies a Jodel D150 from a grass field near Caboolture. We looked Peter up on transit between Tewantin and Brisbane, and he kindly offered both of us a local flight in his Sky Prince to see the Sunshine Coast from above. We flew over to Bribie and were shown the wonderful surfing beach which extended the full length of the Island, and concluded with a close inspection of the Glasshouse Mountains which overlooked the plain on which Caboolture was built. The Jodel flew very nicely, and it was great to fly again with a joystick and the small wheel at the back. The aircraft is operated under the Sport Aircraft Association of Australia (SAAA) regulations, so has to have the word "Experimental" displayed on the side. This association is equivalent to the EAA in America, and regional "Chapters" exist for members to socialise and pass on knowledge of home building, etc. Following this brief meeting Peter and his wife Heather have become good friends with whom we'll remain in contact.

To conclude this article about flying, we have to say how much we were taken with the indigenous bird-life in Australia. Everywhere you go you see parrots flying around, in the north Rainbow Lorikeets predominate and further south the Crimson Rosella is more prevalent. The Crested Cockatoo is everywhere, and the White Ibis with their long downward bent beaks are scavenging for scraps. Along the beach, Silver Gulls and Crested Terns are numerous, but occasionally you will spot three or four Pelicans in line astern, or a Sea Eagle soaring overhead. Another common bird is the Australian Magpie, large and black & white like ours, but their song is a melodious resonant flute-like whistle heard mostly at dawn though occasionally through the day. In the forest areas look out for the Noisy Miner, the Willy Wagtail and the Laughing Kookaburra sitting on a wire watching the world go by.

The object of our holiday was primarily to visit the family, but we saw all the sights and more along the way. The overall impression was a clean, tidy country, with roomy accommodation; the houses are generally what we would call a large bungalow, often built on stumps to let air circulate underneath, and the design of each is unique. We are immensely grateful to Mary's brother Peter for driving us around, and all the residents who were so friendly and helpful wherever we went.

I&M

Here are some useful websites to help a future traveller:  
 For getting there: [www.australia.com](http://www.australia.com) or [www.atn.com.au](http://www.atn.com.au)  
 Lilydale airfield: [www.lilydaleairport.com.au](http://www.lilydaleairport.com.au)  
 Maroochy airfield: [www.sunshinecoastairport.com.au](http://www.sunshinecoastairport.com.au)  
 Caboolture aero club: [www.cabaeroclub.org.au](http://www.cabaeroclub.org.au)  
 And museum: [www.caboolturewarplanemuseum.com](http://www.caboolturewarplanemuseum.com)  
 Canberra Deep Space Centre: [www.cdsc.nasa.gov](http://www.cdsc.nasa.gov)  
 NASA JPL: [www.jpl.nasa.gov/index.cfm](http://www.jpl.nasa.gov/index.cfm)  
 Ozi Pilots online: [www.ozipilotsonline.com.au](http://www.ozipilotsonline.com.au)



The following amusing report was submitted by Frank Bond, which he found on the internet:

## Radials rule

Why Radials are the best. From a posting entitled 'Why I miss the old DH Beaver':

We have to get rid of turbines, they are ruining aviation. We need to go back to big round engines. Anybody can start a turbine, you just need to move a switch from OFF to START, and then remember to move it back to ON after a while. My PC is harder to start. Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it. Turbines start by whining for a while, then give a small lady-like poot and start whining louder. Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar. We like that. It's a guy thing.



When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan:

useful, but hardly exciting. Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps concentrate the mind. Turbines don't have enough control levers to keep a pilot's attention; there's nothing to fiddle with during the flight.

Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell.

I think I hear the nurse coming down the hall. I gotta go!

### Royal Aeronautical Society – Conference & Events

The RAeS is pleased to invite you to the following **Structures & Materials Workshop**

Prices range from £30.00 - £50.00

#### Calculating the Effects of Uncertainty in Advanced Structures

*Structures & Materials Half Day Workshop*

Thursday 15th May 2008

No.4 Hamilton Place, London W1J 7BQ, UK

The workshop will describe the need for the inclusion of uncertainties in physical properties in structural analysis. A range of speakers will describe how the effect of uncertain characteristics can be included in analyses ranging from vibration to the calculation of the characteristics of composite materials. Detailed mathematics will be avoided, and the speakers will concentrate on the extra understanding which can be achieved by describing the physical properties in a probabilistic sense, or simply as having a range of possibilities. The presentations will also show that such analyses are possible without the need for massive computing resources in many cases.

Register - online at [www.aerosociety.com/conference](http://www.aerosociety.com/conference)

or to request a registration form please contact Kirstie at [conference@raes.org.uk](mailto:conference@raes.org.uk)