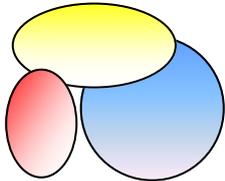




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Bristol Wings



Newsletter of the LAA Bristol Wing

May 2012

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NEXT MEETING - Dawn to Dusk 2011

Wed 2nd May meeting—7.30 pm in room 7

We will welcome back David Joyce this month to review his 'Dawn to Dusk challenges'. During the summer months of 2010 David successfully attempted both the Full Challenge and Half Challenge and also achieved the Longest Distance and Best Logbook.



On Sunday 8 August David and his son Patrick completed their attempt on the Full Dawn to Dusk Challenge, which was to photograph all of the islands marked on the UK 1:500 charts within the hours of Dawn and Dusk. They finished the 'Half Million Islands' flight without missing a single one of the 119 islands stretching from the Scillies in the south west, to the far north of the Shetlands, and taking in the Farne islands on the East Coast and St Kilda in the far west of the Hebrides, well on the way to Iceland! This promises to be a very interesting talk. Visitors welcome to come and join us from 8pm.

The Wing's committee met on 10th April to discuss LAA's latest club regulations. We remind members the last AGM voted to become an LAA Club. We have considered the documents and at our May meeting we intend to ask for confirmation that members are happy for us to adhere to the LAA requirements with some modifications that reflect our operation. Steve will email the important documents for members to peruse before the meeting. Please get there on Wednesday 2nd May by 7:30 to give us time to vote before David's talk starts at 8pm.

LAST MEETING

Chris Bigg gave us an excellent talk on Rolls Royce engines. He concentrated on their piston engines each of which was named after a bird. Their first was the 12 Cylinder Eagle designed in 1915. Their famous and most successful engine was of course the 1935 Merlin and 150,000 were produced in various variants, here and in the US, powering many of our famous wartime aircraft. What we bet few are aware of is, today the European Merlin overhaul facility is in a small town 20 miles up the M5.

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Where to go...

Free landing vouchers for May in:

Flyer: Bodmin; Causeway (N Ireland); City Airport (Barton); Holmbeck

Pilot: ..(Valid 16 Apr - 13 May): Brimpton, Cromer, Elstree, Exeter.

Future flying events

Sat 5th May Devon Strut Fly-in to Bodmin(Twinned with Compton Abbas)
Evening meal and overnight camping available Contact Pete White for PPR
01752 406660

01752 406660

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

Future Wing meetings

Wed 6th June Bristol ATC advising us on 'Olympic Airspace and it's impact on us' plus information on 'Flying in the Bristol area.'

Thursday 11th September AGM in Rooms 5/6 **NB This is an amendment to last month's wrongly published date!!**

Munich Fly-In

Graham Clark has one of the very few private landing slots for the 100th Anniversary fly-in to the Deutsches Museum in Oberschleissheim near Munich on July 21/22. <http://www.deutsches-museum.de/en/flugwerft>

He would like to offer the P2 seat on a cost-sharing basis to one other PPL member of the Bristol Strut, starting from near Bristol on or about July 19 and returning on or about July 24.

This is a fascinating destination. The trip will be strictly VFR. Anyone interested can contact him for more info via e-mail on cgraham978@aol.com or 01454 618218.



For Sale:

Soft Comm International 4-Place Battery-Powered Intercom

4-place Soft Comm International ATC-4 battery-powered intercom; standard headset connectors; recorder in/out sockets; radio/intercom switch; aux power input socket; volume control; squelch. £100.

Graham Clark / G-BHTC / cgraham978@aol.com

CAA News

Keep up to date with the latest CAA documentation with the following links:

ORS4 No. 898: Flying Tests Exemption to allow certain flying tests to be undertaken on a non-EASA aircraft complying only with airworthiness provisions applicable to a private flight. http://www.caa.co.uk/docs/33/ORS4_898.pdf

ORS4 No. 899: Flying Training/Checking Exemption to allow certain types of remunerated flying training to be undertaken on an aircraft which is jointly owned and operated for private purposes. http://www.caa.co.uk/docs/33/ORS4_899.pdf

IN-2012/063: EASA Medical Certification for Pilots Information for all pilots, Flight Engineers, Aeromedical Examiners and Aeromedical Centres regarding EASA Medical Certification.

<http://www.caa.co.uk/docs/33/20120326EASAMedicalCertification.pdf>

Snippets

Buried planes coming to light

Here are a couple of articles in the press which show that you can't keep a good plane hidden forever:

Buried secrets: The story of the Nazi airplanes found in an Indiana field

In the battle to stay ahead of the enemy in World War II, American engineers shipped hundreds of German aircraft to a field in Seymour, Indiana, where they took them apart to learn how they worked. Many were later buried around the edges of the airbase.

<http://www.dailymail.co.uk/news/article-2109029/The-story-secret-Nazi-airplanes-buried-Indiana-field.html>

This was in the news recently: **Twenty iconic Spitfire aircraft buried in Burma during the Second World War are to be repatriated to Britain after an intervention by David Cameron.**

Click on this title [Spitfires buried in Burma during war to be returned to UK](#) to access the story.

No bird soars too high, if he soars with his own wings.

— William Blake

Picture Quiz

This month's picture from Graham: *No clues this time*



Last month's non-picture puzzle

Last month Tom set the following questions:

How well do readers know the Air Navigation Order and the rules under it?

- 1 Is it possible to fly without the aircraft's wheels leaving the ground?
- 2 If this can be done, when might it be advantageous?
- 3 Is it possible for an aircraft to become airborne by deliberate action of its pilot without actually flying?



Surprisingly no-one has offered any response to these questions so here's Tom's answers:

Answer: 1 and 3, yes in both cases. 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.

This can be advantageous when renewing a PPL on experience and one is short of a few minutes flying time. Start up, taxi out slowly and abort the take-off. Taxi back slowly, worrying about the problem, take time to shut down the engine.... I have heard anecdotes of pilots at informal airfields taxiing to an obscure part of the field, stopping the engine and reading a book. There is no legal requirement to keep the engine running during flight. Some instructors are given to switching off the engine to begin a PFL.

During single seat autogyro (PPL(G)) training there should be quite a long time spent on an exercise known as Wheel Balancing. It consists of a fast taxi with the rotor going at flying speed, and the student practises lifting the nosewheel and holding it just off the ground. This develops skill at pitch control, reducing the risk of PIOs. A bump in the runway or a tailwheel strike can cause the aircraft to become airborne for a few seconds. The CAA was irritated by the P1UT hours being properly logged because the fast taxiing is technically flying, and has decreed a limit to the flying hours that can be claimed towards a PPL(G) through wheel balancing. So, once that limit has been reached, the aircraft may become airborne and temporarily sustained by rotor lift, but is not flying.

One finds out about these things through deciding what one wants to do, and looking for the loophole permitting it!

WHO ARE WE?

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

This month we talk to :Roy Amor

I was born in a little cottage just opposite to where the Paddle Steamers used to depart from, in Hotwells. The year being 1931. My very earliest memory was my mother completely distraught because she did not know where I was because I had wandered off from our house. She found me by the river just below the entrance locks sitting on the quay wall with my legs dangling over the edge watching the passengers go aboard the various paddle steamers which were setting off to Clevedon Weston etc. You can imagine her concern.

We moved to Redland where I attended St Saviours & later St Johns schools and eventually ended up at the Bristol Junior Technical School (Engineering) During this time I became a Scout, and later a Sea Cadet on TS Adventure. Whilst in the cadets I joined the band. I was in the guard of honour to Queen Mary who was on a visit to our ship to present awards. I was lucky enough to also sail on HMS Orwell to celebrate the review of the fleet at Spit Head.

Current Day Job/Past Career

When I finished school I went as an apprentice engineer in the various Co-op factories around Bristol (Dairy Bakery Laundry etc) On completion of my apprenticeship, I was called to do my national service in the RAF. During the square bashing period I was sent to Cranwell for air crew exams and tests, which I passed, only to hear that very week that no more national service personnel would be trained unless they signed on for 12 years. In hindsight I wished I had signed on, but I was then sent for engineering tests at Weeton near Blackpool. I passed these and was then posted to RAF Church Fenton where, much to my amazement, I was put in charge of ground equipment, there being three squadrons of Meteors stationed there at that time. Whilst there I was chosen to join the RAF contingent in the Coronation Parade for which I thought I was particularly lucky as I spent about three weeks having a great time housed in Earls Court and being able to do what we liked in the afternoon with all the preparations going on etc. I was also later sent to be guard of honour to the Queen at RAF Odium, where I had a grandstand view of the flypast for her Majesty. That was when we still had thousands of aeroplanes. Those were the days!

From the RAF I returned to civi street to continue my career, then applied and got a job as chief engineer at 'Clifton Laundry' and from there took a post as Area Engineer for a company which represented several well known companies including the manufacture of industrial steam raising plant, cranes, Centrifugals etc..eventually becoming an area Rep. for Thomas Broadbents, makers of textile machinery.

During this period I did various activities including building two sailing dinghies, wind surfing, scuba diving, skippering yachts, skiing(both water and snow), sailing boats around Greece etc. you name it I did it. as long as it did not involve a ball. I have also been a keen dancer all my life including Oldtime and Modern Ballroom .

First Flight – in What, Where and When?

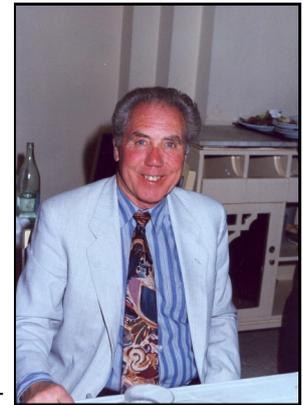
I took early retirement at 62 and whilst finding lots to do I then turned my mind to flying, the only thing that I had always wanted to do, but felt I could not afford. It came about that in the next caravan to mine at 'Beer' I got to know a fellow who flew a light aircraft but also had a flexi aircraft at home in London. He enlightened me about the sport and told me about a fellow at Weston Zoyland who he thought would be able to cope with an old codger like me.

I duly had the pleasure of meeting Will Knowles at Weston Zoyland in September 1997 who gave me a trial lesson on both flexi Pegasus XL and a three axis Air 2000 and that was it, I was hooked.

Will was having trouble with the Air 2000, so talked me into training on the flexi wing. After fifteen hours training Will suddenly got out of the plane and put a plastic container full of water on the rear seat and said "It's all yours! Off you go".

I set off down the runway in great anticipation and on leaving the ground I quickly learned why it was necessary to have ballast as a learner. It felt as if I was going to do a loop the loop as it was going up in a steep climb and I was going to fall out the back despite having the bar hard back. I quickly decelerated and managed to level out and regain my composure. I then remember telling myself as I flew around the circuit, take deep breaths as it's no different from all your previous landings. I finally touched down and taxied back to control grinning like a Cheshire cat unable to really believe I had made it. The other pilots and Will giving me a round of applause.

This meant of course that I could go down to the airfield and hire one of his other aircraft and fly local under his direction, which was wonderful. I did the required flights to Dunkeswell and Henstridge to pass my navigation skills etc. Meanwhile I then bought a Pegasus XL G-MWPX to finish my training. Unbelievably one afternoon Will announced that he was going off to Gambia to set up a flying school, it was then that I said "What about my GFT Ex-



am?" and to my surprise, he said "Rig your plane and we will do it now", so I had no time to get worried. Part of the test is an emergency landing of course; I selected what I thought was a suitable field, only to find when we landed that the grass was longer than we thought. Will had me taxing up and down the diagonal of the field to roll the grass down and we eventually got airborne with a little to spare. Quite an experience! We returned to Zoyland where he announced that I could now call myself a pilot, and I wrote in my log book "yippee' I'm now a pilot."

Between flying my flexi I took some lessons with our new instructor on the club Thruster G-MUMX as I was getting fed up with having to get my aircraft out which always seemed to end up behind all the other aircraft in the hangar plus the fact it could be mighty cold up there sometimes. It came about that my car was due for change and to my disgust, the swop in offers I was getting for my Mondeo were terrible, so this resulted in my deciding to buy a Rans 503 which was advertised for sale in Bradford-on-Avon instead. As a result I still have my Mondeo that has now done 175500 miles and is still going well, with only one replacement clutch, a set of front brake pads, a new wish-bone on the last service and I'm on my the third set of tyres.

I had to keep the aircraft in the open air for a short time, but I badgered Tim, the owner of our airstrip, who allowed me to build a 'T' shaped hangar in three sections in his farm yard. I was able to tow it from the yard to its present position on my car tow-bar where Tim and I positioned it and bolted it together prior to covering it with sheet steel.

I'm extremely grateful to him for his help at that time to get the aircraft under cover as it was showing signs of rust in places that I had to rectify.

After several years the covers had to be replaced, having failed the 'Bets' test, at which time I was able to check out the airframe, which showed that the wing wash-out had been incorrectly set during original build which accounted for the inability to let go the stick as it would drop a wing. She can now be trimmed and fly without my help.

Total Number of Aircraft ...

I have also flown other aircraft during this period including Xair's, Tiger Moth and Skyranger.

Last year I joined seventeen other aircraft from Zoyland in a flight to France via Headcorn and Abberville as co-pilot in a Skyranger where we were entertained by the St. Quenten flying club for the weekend. All this was arranged by our retired flying instructor Jeff Thomas who deserves all our praises for the effort required to give and show us what to do, as few of us had ever ventured further over water than the IOW.

Information for those who read this at the LAA Wing-it-is worth mentioning that most of us inserted plastic airbeds in the wings and we all wore 'Fladen' immersion suits kindly purchased as a job lot by one of our members, just in case we had to ditch, but all was well and we had a great time, so much so that there is talk of another trip abroad this year.



Taking off from Weston Zoyland in his current aircraft

....and Hours Flown

This just about brings me up to date having now flown 360 hours. I have just had my 81st birthday, and hoping my doctor will keep giving me the pills and signing my form so that I can get a few more years of flying under my belt and enjoy your company both at LAA BAWA and the Zoyland club.

Roy's first aircraft—Pegasus XL G-MWXP



THOSE MAGNIFICENT MEN IN THEIR FLYING MACHINES Monday 7 May

Graham Clark invites all members of the Bristol LAA Wing and their friends to join him and others for a free showing of that classic comedy film *Those Magnificent Men in their Flying Machines* on the evening of 7 May.

It is the fictitious story of a London to Paris air race, and is set in the period of Edwardian pre-WW1 innocence, before aeroplanes became weapons of war

The all-star cast includes the replica Bristol Boxkite, Avro Triplane, Curtis Pusher, Antoinette Monoplane, Santos Dumont Demoiselle, Blériot IX and many more beautiful products of Edwardian artisan skills, some of which can still be seen flying today at the Shuttleworth Trust, Old Warden.

Also not to be missed are the curvaceous Sarah Miles wobbling her bike in a white ankle-length dress, plus some of the best comedy actors of the 1960s: Terry Thomas, Eric Sykes, Tony Hancock, Benny Hill, Millicent Martin (remember her?) and many more.

Admission is free. There will be an interval for a drink and comfort break. The fairly long film will be shown at 7:30 pm at St Mary's Church in Church Street, Olveston (not Alveston) Church in BS35. It is entirely suitable for children who are welcome, and non-aviation people who enjoy a laugh when the balloon descends into the sewage farm.

On the street parking. You are guaranteed a great evening!

HEDONISM: Graham's Other Hobby

You may recall Graham recently was lured to make a trip to the USA, which included the opportunity to fly from Jack Brown's Seaplane Base in this aircraft, seen here departing to a nearby lake with waterside fish restaurant.

The notice on the restaurant balustrade reads DON'T FEED THE 'GATORS!

The amphibious aircraft is a homebuilt Sea Ray.



GASCo Safety Seminar – Ditching and Sea Survival- 29th March 2012.

Thanks to Tom Geake for this interesting article which will make anyone considering flying over water think about it!

The course, at £175, was expensive but a wonderful experience. It was held at the RNLI College at Poole Harbour. These notes are recollections three days later. The food was good!

The first session was about preparation, regulations, distress procedures and ditching techniques. Preparation includes having the right equipment, having it readily to hand and appropriately tied for egress (not to the aircraft) and ensuring that the door(s) or escape hatches are open. The most important preparation is to have read and learned how to use the stuff. Several students, including me, have PLB's, but do not recall exactly how to use them.

On ditching, the general advice was to read, know and follow the aircraft maker's advice. That doesn't help with Permit aircraft, so ditch into wind if the water is calm. In a light swell (up to half a metre or force 5) ditch along the line of the swell, settling if possible on the peak. In heavier seas, settle on the wave peak or "downhill". Irv Lee's article "Surviving Ditching", *Flyer* magazine, April 202 has a full account.

There was discussion about whether a 7700 squawk should precede a Mayday call. More problematical in practice, even with a GPS box, is giving an accurate position. If one has a choice, fly over and ditch alongside a cross channel ferry. It is very manoeuvrable and the crew are always alert for people overboard by reason of drink, bravado and suicide. Secondly, choose a private yacht for manoeuvrability and the good reception on board. Container ships are useless because of the very high freeboard, the inability to stop and the lack of look-out. Next come oil tankers.

There was a long session on equipment from Glen Friswell of SEMS Aerosafe Ltd. Generally, safety equipment is very expensive and the cheaper devices have limitations that need to be considered. A temptation is to buy yachting equipment, but one needs to consider that it is designed for different conditions. For example, many marine life jackets have no crotch strap and the high buoyancy ones make it almost impossible to climb into a dinghy. Later, we learned to be cautious about waterproof storage bags. Baling devices are often poor. Dustpan types tend to crack and collapsible ones are hard to work with cold fingers. The best I saw was in a one-seat dinghy based on a military design that had a pump in the floor. Even that seemed very slow. The advantages of wearing survival suits for flight over water were stressed, and there are expensive, uncomfortable suits and very expensive, more comfortable ones. Finding a convenient place to don or doff a suit can be difficult.

New knowledge (for me) was the 50/50 chance of one's aircraft being upright in the water, and the same probability of the dinghy inflating upright. Erecting the dinghy requires a lot of effort and finding the right place for the grab straps in rough water can be difficult. The advantages spray hoods, especially integrated ones, were stressed for the reduced heat loss and prevention of dry

drowning¹. An unfamiliar topic was cold shock and the effects of incipient hypothermia.

There are a distressing number of post-rescue deaths apparently from relaxation. The most important facility for survival is indomitable determination, and there seems to be a tendency to let go of life by relaxing prematurely in the helicopter, lifeboat or ambulance.

Practical exercises were done in the RNLI training pool which is unheated. 12° was claimed, compared with 5° to 15° for UK open sea and wider extremes for inshore and fresh water. It was remarked that there are many mountainous areas in which a ditching is safer than a forced landing. The water is a metre below the pool side and only on the first entry was the ladder allowed in order to splash one's face and neck against cold shock. Otherwise it was by jumping, using the correct technique to simulate jumping from a small aircraft. The pool can be darkened for night exercises, has waves up to a metre, and 50kt winds. The pool depth is 4m, so one never attempts to stand. Great stress was placed on minimising bodily heat loss and stress from waves and spray, and it was striking how the apparent warmth of the water increased when a five-man cuddle ring was formed. One exercise was crocodile swimming. The group swims in a line, paddling with hands. Feet are under the next man's armpits, and it is a very effective way to move together while keeping a weak member in the group.

Climbing into the dinghy as first person can be very difficult, and the life belt is a serious hindrance. All the various designs had too few convenient pulling straps except the military pattern dinghy. Once the group (five in a six man dinghy) were on-board, it was time to bale and to close the cover against the rain from a fire hose and the wind. Quite apart from the bad balers, baling required opening the canopy to throw the water away, so everyone voted to sit in the wet.

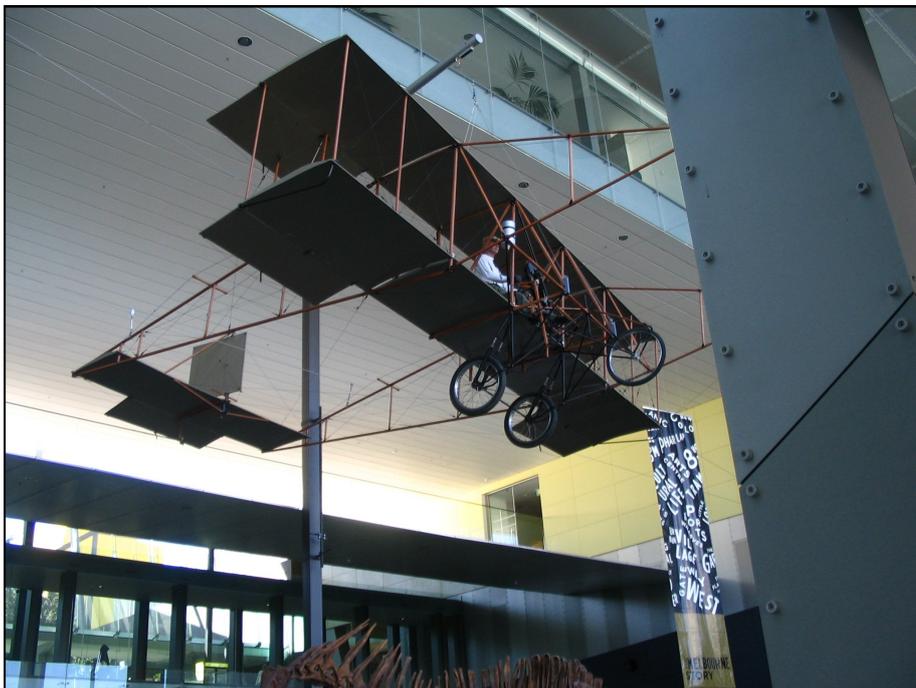
The final exercise was five very long minutes (45 was stated as the RNLI training time) in a RNLI life raft in stormy darkness. Entry was from the pool side (jump, swim, climb aboard over two flotation tubes) and close the canopy. Sick bags were issued. Sound effects of gale force wind and helicopters were provided (some were "rescued"). Flashes of lightening and the fire hose for the rain added to the realism.

The final item was a video of a presentation telling the story of a real ditching, M-ALAN, a PA30 Twin Commanche. Fortunately the engine failures were not simultaneous, so the pilot had a choice and ditched near an oil rig support ship and was rescued by a boat from it. The aircraft floated for less than a minute. The pilot could not climb into the dinghy because of the obstruction of her lifebelt and lack of properly placed grab straps. Her safety equipment was ruined immediately because the "waterproof" bags leaked freely.

¹ It was stated that drowning can follow from 5ml of fresh water or 3ml of sea water in the lungs. Dry drown-

ing arises from the face being close to the surface of the water. The head is downwind of the feet because of the head and lifebelt collar, so wind blows up the nostrils carrying very fine spray droplets that can be inhaled. Prevention is to hold one's nostrils closed and cover the mouth with a hand.

This photo was taken at a Wing meeting last year when BAC did their annual test on the life-raft. After reading the above article it is very doubtful that the occupants would be wearing those smiles if this had been a real rescue situation!



Where's this replica of The Wright Flyer hanging?

Graham Clark has come up trumps again. He's the only one to answer with:

In the foyer of the Museum in Melbourne, Australia.