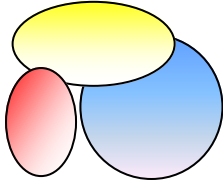




www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

November 2013

NEXT MEETING— Your flying in 2013

Our next meeting on **Wednesday 6th November**, starting at 7.45, will be an Open Microphone night - a chance for you to speak about your 2013 flying highlight.

Maybe a first solo or first land away? Trip to a fly-in? Holiday flying? Interesting passenger flight?

Please bring any photos or supporting documentation on a memory stick. Note that each speaker will be limited to 5 minutes.

As usual we'll meet in Room 7 at BAWA. [Directions](#) available on our website: www.bristol-wing.co.uk

LAST MONTH'S MEETING

Last month the Wing's friend Leo Marriott returned to tell us about his new book "Bristol Filton Airport: End of an Era."

Leo gave an excellent illustrated talk on the Airport's history including many rare photos.

The first recorded aircraft movement at Filton was in April 1911 when Maurice Tabateau, a test pilot for the British and Colonial Aeroplane company, flew a boxkite into their works from Larkhill. The first records of the airfield as its current location were in 1915 so at its closure the airfield was almost 100 years old.

Leo put paid to one myth which is that Bristol City Council chose Lulsgate in preference to Filton for Bristol airport. What actually happened is when the existing airport at Whitchurch could no longer be expanded, the council identified Filton as the obvious choice because of its location, good road links and existing railway station. They approached BAC but the company rejected their proposal and said the airport was too busy with their own movements. Thus we ended up with Lulsgate on the top of a foggy hill miles from the motorway and not a train track in sight.

Leo made the last RT call from Filton to Pete Turner's Cessna Citation on the day of the closure. The closure is still an emotive subject for many of us but Leo's book is a fitting tribute to the airport and perhaps also its epitaph.

There is a copy of the book in our Wing library for any member to borrow, just contact Alan George on 07968 347831 or email him at alan.george@trussler.co.uk and he'll bring it along to the next meeting.

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Concorde Airborne Again!



Alpha Fox landing at Filton for the very last time on 26th November 2003

After 10 years of not seeing the beautiful profile of Concorde in the sky this clip this brings back many happy, and sad, memories—enjoy!

<http://youtu.be/2ZeGylHqo7M>

Future Meetings

December 4th—Quiz Night set by new quiz-master Alan George

January 8th 2014—Ed Hicks—Aviation Photography

February 5th 2014—GASCO Safety Evening Room 1, BAWA

RAeS Bristol Branch

Thursday 21st November 2013

The British Antarctic Microlight Expedition

John Laity, Engineer and Pilot, Flying for Freedom

Concorde Room, BAWA Leisure Centre, Southmead Rd, Filton

Doors open at 18:00 with refreshments available; the lecture starts at 18:30.

Attendance at the lecture is free. If you are planning to attend the lecture, you are kindly requested to register your attendance by using the form available through the following link:

<https://docs.google.com/spreadsheet/viewform?fromEmail=true&formkey=dENxV1kySnIheVpCUmIPU1daVFFYNKE6MA>



Picture Quiz

Last month's Picture Quiz

The correct answer is: Starck AS70 L.

Alan George sent in the following:

No points for me as the Web gave me the answer directly. When you said 'seen at Enghien-Moiselles', as that was the Piel fly-in you told us about then I thought it must be a Piel design, as it looks like a single seat CAP10. But if you look at the Piel fly-in site there is a picture of that tail art that says it is a Starck AS70 L. It seems to have been modified in 1985 by a Mr Leg-laipe from the (somewhat clumsy looking) original.



This month's puzzle aircraft

A familiar visitor to the LAA rally - but can you name it?



Where to go...

Free landing vouchers for **November 2013**

Flyer: Bagby, Bourn, Castle Kennedy, Fishburn, Retford (Gamston), Sutton Bank

Pilot: Bodmin, Cromer, Newtownards, Old Sarum

LAA: Andrewsfield, Full Sutton, Kemble, Sleep

Bristol Wing v Bristol Aero Club Skittles Challenge



Friday 11 October saw our annual Skittles match against the Bristol Aero Club, at the RAFA Club in Westbury on Trym, with some 27 people attending. The Wing team performed with its usual commendable consistency, losing once again to BAC!

Gloucester Wing Air Cadets: Veterans Invited, 24th November

Former Cadets and Staff of the Bristol & Gloucestershire Wing (and their separate antecedents) of the Air Training Corps and local CCF/RAF units are invited to join the 'veterans Flight' at the Wing Parade in Cheltenham on the afternoon of Sun 24 Nov. Guest of Honour will be Squadron Leader Jonnie Johnson DFM – the last surviving RAF aircrew member of the 'Dambusters' raid. E-mail Mike Fortescue for details:

CAA News

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

IN-2013/153: Airspace Change Proposal: *Launch of Consultation - Reclassification of the London Control Zone*

The purpose of this Information Notice is to inform industry that NATS Limited commenced consultation on 1 October 2013 on proposals to reclassify the London Control Zone (CTR). Click [here](#) for details.

<http://www.caa.co.uk/docs/33/InformationNotice2013153.pdf>

CAP 413: *Radiotelephony Manual*

The UK Radiotelephony Manual (CAP 413) aims to provide pilots, Air Traffic Services personnel and aerodrome drivers with a compendium of clear, concise, standard phraseology and associated guidance for radiotelephony communication in United Kingdom airspace. Amendment 1 to Edition 21 of CAP 413 becomes effective on 14 November 2013. Click [here](#) for the full document.

CAP 774: *UK Flight Information Services*

The UK Flight Information Services (CAP 774) details the suite of air traffic services (ATS) which (excluding aerodrome services) are the only services provided in Class F/G airspace within the UK Flight Information Region. Therefore, this document is equally applicable to all civilian and military pilots, air traffic controllers, and Flight Information Service Officers. Edition 2 of [CAP 774](#) becomes effective on 15 November 2013.

<http://www.caa.co.uk/docs/33/CAP%20774%20UK%20Flight%20Information%20Services%20edition%202.pdf>

The CAA has announced details of a new procedure for informing pilots of **large firework displays**. A dedicated webpage will now list all displays taking place outside of Controlled Airspace that are expected to reach heights of between 300ft-500ft, during the peak display period in early November. Displays happening inside Controlled Airspace will still be subject to the normal NOTAM process. Pilots operating in Class G airspace in early November are advised to **check the fireworks display log** as part of their pre flight routine. The site will be updated daily. Displays in our area will be at **Longleat on 3rd and 5th November** between 18.00 and 18.15 up to 1000 ft AMSL. The full list can be found here: <http://www.caa.co.uk/docs/1239/FireworksForInternet20131031.pdf>

MEMBER'S NEWS

Award for Mary Leader

At the LAA Annual General Meeting held in Turweston on 29th September, long-time Bristol Wing mover and shaker Mary Leader was awarded the prestigious Lois Parker Trophy for services to the LAA. The Award was presented by the LAA Chairman Roger Hopkinson. For more than 20 years Mary has been deeply involved with production of the Bristol Wing Newsletter, organisation and planning, and six Young Eagles events which gave some 220 children their first taste of light aircraft.

Photo and caption: Graham Clark

PS: Mary has yet to receive the actual trophy which was, unfortunately, not returned to the LAA in time for the AGM.



Enghien – Moiselles – a £500 Pizza for two

Ron & Lyn Perry

Every year, somewhere in France, a fly-in is organised for aircraft designed by the prolific French aircraft designer Claud Piel.

For 2013 the venue was to be Enghien-Moiselles. This is a small grass strip only about 6 miles west of Paris Charles-de Gaulle. We departed Halesland on the Friday between fronts planning to stay overnight at Lydd giving us a relaxed morning with a trip to Le Touquet to clear customs then on to Persan – Beauman 85 miles to the SSE. We were being asked to land at Persan because the airspace gets a tad challenging as one approaches Enghien. There we were to swop our first officers for a French pilot who would guide us to Enghien (our FO's being transported in a French plane).

We had a good trip routing Pewsey – Popham – Midhurst – Lydd. We were beginning to catch up the front after Midhurst but a request to Farnborough West for the Lydd actual confirmed the worst of the weather had cleared to the east of Lydd. 17 knots of wind at Lydd but straight down the runway. We filled up with duty free fuel and secured our Emeraude for the night.

We walked into Lydd (about 35 mins) and found a room in the George Hotel. Cheap at £46.50 for a double room. Up for an early breakfast on the Saturday with good visibility and a decent cloudbase. The preflight found a soft tyre but the aero club kindly gave us a portable inflator so we were quickly on our way. 20 knots down the runway so a good climb angle despite being heavy with fuel and camping gear. After departure we heard Mary Leader and Trevor Wilcock in their Emeraude running in to the Lydd overhead after taking off early that morning from Garston Farm. It was a nice clear 40 mile crossing with Le Touquet being visual at 20 miles.



Final Le Touquet

Quite a cross wind on landing but well within the Emeraude's capability! Mary and Trevor landed about 5 minutes later – good timing!

A quick recheck of the French charts and we were on our way south to Persan Beaumont. The route passes the Bay de Somme and Abbeville, crossing the Beauvais CTA before descending to below 1200' QNH to remain below the class A airspace of Creil. Quite low with masts up to 938'. A tight circuit is required into Persan with Creil class A airspace only 1 mile to the East. A GPS (well two actually!) makes life much



final Persan

easier when navigation has to be this exact. Map also to hand of course!

We landed first again shortly followed by Trevor and Mary. My first officer (Lyn) and I had a brief discussion on the approach as to which of the marked strips was the runway. The clincher was the worn grass patches in the normal touchdown area. Many French grass airfields have enormously wide grass runways and Brits have been known to land on the taxiway which look much more like a Brit runway size!

After landing Mary was turfed out of G-DENS and replaced by Max the French organiser of the event. She had a ride in rare nosewheel CP615 Super Diamant.



Super Diamant

A stream of four aircraft then followed G-DENS for the 7 mile flight to Enghien – Moiselles. This is in the Class A airspace of Charles de Gaulle but special routes and height have been agreed so no radio contact is required. 1200' in and 1000' out. A tight circuit also required into Enghien with lots of heavy metal overhead. It was the first time I had seen the Eiffel tower from the air. We had a good welcome from the fellow Pielistes with a total of approx 12 aircraft attending including 3 from the UK and one from Holland.

A nice lunch was provided with a Barbeque and chips – beats moules any day for me!

Enghien was the place where many of the early Piel aircraft were built. This spirit continues with several Emeraudes being refurbished and a new CP150 Onyx being in the final stages of construction. This is a very interesting single seater with a pusher engine and a small high mounted canard. The original engine used for these was just 12 hp but this one should have 20hp we understand.



Onyx CP150

The evening meal was to have been in a local restaurant but logistics went wrong and we all settled for a sociable takeaway pizza in the hangar.



Pizzas in hangar

Three out of the four foreigners camped at Enghien and we awoke to good weather and a hearty French breakfast courtesy of the aero club. We said our goodbyes mid morning and this time we knew the route to use and departed direct to Le Touquet where we arrived after a flight of 1 hour 5 minutes. The clouds had begun to build up as we approached Le Touquet and whilst flight planning for England we had quite a sharp shower.

Again a good channel crossing but the clouds were peppering up as we coasted in at Lydd. We then turned west passing another sharp shower under which a funnel cloud was seen by the other Emeraude! I began to airfield hop as the weather

looked rather threatening in places.

As we came abeam Shoreham the weather to the west looked decidedly dodgy and as it was now a long gap to the next airfield on track (Popham) I decided to land at Shoreham to sit out the weather. As we turned final for Shoreham a bolt of lightning appeared to the West. Trevor and Mary were behind and higher and with a different view of the weather pressed on and got home with little in the way of weather. Meanwhile we ate lunch to the strains of a live piano accompaniment while the weather deteriorated further with heavy rain and thunder. We decided to stay the night and found the Bridge Inn only a short walk from the airfield with £60 B&B. Nights in pubs were becoming a bit too regular!

The next day dawned grey and we took off with a 1000' cloud-base and some low fog inland. We crept along the south coast passing Portsmouth, Lee, Lymington and finally made Poole Harbour. The cloudbase inland however was on the hill tops so, after checking the route was still clear, we high tailed back to Lee-on Solent. Bournemouth had been our other possible diversion (£££). We had lunch at –yes you've guessed it – the local pub, and with the weather improving we departed for Halesland after refuelling. We had been warned of a trough heading south so skirted west of Compton Abbas which was hidden under cloud and a nice rainbow. Finally clearing the showers we could head north towards Halesland where we landed watched by quite a menagerie of cows, sheep and horses.

8 hours flying !

Ron & Lyn



Funnel cloud as seen from the other Emeraude

BRISTOL STRUT 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.

<u>BOOK TITLE</u>	<u>AUTHOR</u>		
A Book of Air Journeys	Ludovic Kennedy	More Tails of the 50's	Peter Campbell
Acrosport brochure	Acrosport	Morse Code for Airmen	Airtour
Airborne for Pleasure	Albert Morgan	New Soaring Pilot	Welch and Irving
Amazing Air	Science Club	Pilot Officer Prune	Tim Hamilton
Aviator's Guide to GPS	Bill Clarke	Pulsar brochure	Pulsar
Avionics	Bill Gunston	Radio Telephony Manual	CAA
Biplanes	Michael F Jerram	Reaching for the Skies	Ivan Rendall
Birth of a Spitfire	Clive Du Cros	Revolution in the Sky	Richard Saunders Allen
Bristol Aerospace since 1910	Geoff Green	RV Kitplanes brochure	Vans
Bristol Filton Airport: End of an Era	Leo Marriott	Sagittarius Rising	Cecil Lewis
Carlisle Airport	Compiled by Paul Wiggins	Science and Technology of Low Speed and Motorless Flight	NASA
Cessna 172 Around Britain	Dick Flute	Spitfire, a Complete Fighting History	Alfred Price
Checklist – Grumman American AA-5	Airtour	Tails of the Fifties	Various
Checklist – Piper Tomahawk (PA 38)	Airtour	Tales from the Crewroom	David Berry
Chevron brochure	AMF	The Air Pilot's Weather Guide	Ingrid Holford
Christavia brochure	Christavia	The British Civil Aircraft Register	
Chronicle of Aviation	J L International	G-APAA to G-APZZ	Air Britain
Country Flying	Geoff Farr	The Dambusters Squadron	Alan Cooper
Flight Briefing for Pilots - Volume 4	Birch & Bramson	The DEC Schneider Trophy Race	D Baldry & M Jerram
Flying Fleas	Ellis and Jones	The Helicopter	John Fay
Flying Flight Simulators	Charles Gulick	The KnowHow Book of Flying Models	Mary Jae McNeil
Flying Solo	Roald Dahl	The Pilot's R/T Handbook	Chris O'Malley
Flying - The Golden years	Rupert Prior	The Spider Web	T D Hallam
Flying Tigers	Paul Szuscikiewicz	The World's Strangest Aircraft	Michael Taylor
Freedom of the Skies	Margi Moss	They Called It Pilot Error	Robert L. Cohn
Gliding: A Handbook On Soaring Flight	Derek Piggott	Thruster T.300 brochure	Thruster
Grumman X-29	Bill Gunston	UK Airspace, Is it Safe?	David Ogilvy
Guinness Book of Aircraft Facts and Feats	Taylor & Monday	Ultralight and Microlight	Berger-Burr
If you read me - Rock the tower!!	Bob Stevens	Unfit To Fly – A civil pilot's lucky career	Hugh Thompson
International Air Traffic Control	Arnold Field	Whitchurch Airport	Gerald Hart
Jets at Sea	Leo Marriott	Whittle - The True Story	J Golley
Kitfox brochure	Kitfox	Winging it	Jack Jefford
KR-2 brochure	Rand Robinson	Yeager	Chuck Yeager
Military Helicopters	Hugh W Cowin	"You want to build and fly a WHAT?"	Dick Starks

RAeS International Flight Crew Training Conference

What can Glider pilots teach the Airline Industry?

Captain Sarah Kelman says how her gliding experience brings many skills to her job as an airline pilot.

Read more about this debate by clicking on the [this link](#).

The old hang-gliding maxim for trying something new:

There are three variables: the site, the weather and the machine.

Try never to vary more than one at a time.