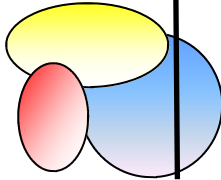




www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

October 2008

NEXT MEETING - BRISTOL WING AGM

Thursday 9th October is the date of this important meeting at our usual venue of rooms 5/6 at BAWA. We'll collect together at 7.30 pm and will be discussing the next season's evening meetings and also considering the feasibility of joining together with our friends in the Bristol Microlight Aero Club.

The Agenda for this meeting, together with the Minutes of last year's meeting are sent out with this newsletter for Wing members. We suggest that you print these and bring them with you to the meeting and then we can take the minutes as read so that the proceedings are not at all protracted and we can get down to the interesting business of planning the future of our Bristol Wing.

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LAST MEETING - MICROLIGHT EVENING

The September meeting was our first chance to get together after the summer recess and we had a good gathering for our speaker, Trevor Jackson who talked us through the build of his Sky Ranger G-CCSX (pictured here). He also showed some impressive pictures of his trip this year to France with others from the Bristol Microlight Aero Club. These aircraft are definitely not just confined to a quick local flight and if the pilot is capable then so is the plane.



Everyone was very impressed with the apparent quality of both the materials and the inspection process which reinforces the logic of the two organisations getting together some time in the future both locally and nationally.

The modern microlight has specs which can match many Group 'A' light aeroplanes but the operating costs are very economical. It was an interesting and informative evening, thank you Trevor.

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Where to go in October

Free landing vouchers for October in:

Flyer Magazine: Bodmin, Eaglescott, Gloucester and Popham.

Pilot Magazine: Beccles, Colemore Common (near Popham), Enstone, Newtonards, Old Buckenham and Shobdon.

Today's Pilot: Bodmin, Brimpton, Fife and Fishburn.

Light Aviation (LAA Mag): Andrewsfield, Eddsfield and Old Buckenham, including special hotel rates.

4th Oct - Dunkeswell - Jodel fly-in. 07887 906789

5th Oct - Popham - LAA Pilot Coaching Scheme day. 01280 846786

12th Oct - Popham - End of Season fly-in. 01256 397733

25th Oct - Leicester - VAC fly-in. (PPR) 01162 592360

RAEs Event details

Date: *Tuesday, 21st October 2008* 19:30. **Title:** My Career as a Test Pilot **Speaker:** John Farley

Location: Messier-Dowty Restaurant Conference Room - Off Down Hatherley Lane GL2 9QL

Date: *Wednesday, 22nd October 2008* 18:00

Title: Samuel Franklin Cody and the Development of the British Army Aeroplane No.1 - CENTENNIAL LECTURE

Location: Room 1, BAWA Conference Centre, Southmead Rd, Filton

VINTAGE SUNDAYS

Informal Get Together At EGLS Old Sarum (all grass) Airfield, 1st Sunday of every month:

2008 Oct 5, Nov 2, Dec 7; 2009 Jan 4, Feb 1, Mar 1

Friendly fully licensed restaurant. Free landings for pre 1955

Aircraft, £10 for all others

Fuel: 100LL, Jet A.I. Radio: Old Sarum 123.20

Airfield tel: 01722 322525.

Future Dates for your diary

Thursday 13th November 2008 - Glider Awareness Talk - Julian Rees

Thursday 11th December 2008 - Friendly Quiz Evening with Spike Parker

Thursday 8th January 2009 - ATSOCAS - Bristol Talk Conference Room 1 (new building-upstairs)

Colin Gill who is the Chair of the ATSOCAS Procedures Working Group and editor of CAP774 will tell us all about the forthcoming changes to ATC procedures. John Mayhew (NATS Bristol) who has spoken to us before will also be present at the meeting to answer any locally-related questions on this or any other air-traffic subject.

Member's News

We're pleased to hear that Wing member Adrian Parsons has very recently joined the Filton based group which has just bought G-BLWY - a Robin R2160. Adrian hasn't yet managed to fly the aircraft, due to technical problems, other than a quick trial flight but we wish him hours of fun as a part owner of his first aircraft.

Member's Wings *This month we feature Golf-Mike-Mike, a DynAero MCR-01 belonging to Jim and Jenny Harris.*

G-CCMM is a microlight member of the Ban-bi family – strictly speaking a DynAero MCR01 ULC. It is distinguished from its 'Group A' siblings by its longer wingspan and huge flaps. We (my wife Jenny and I) bought it in 2004 from Jerry Davis who is the UK agent – he built it, used it to gain PFA approval for the ULC version and then used it as his demonstrator for 6 months. Many pilots stop me and tell me they flew in it during this period, including one who did a return trip with Jerry from Old Sarum to Scotland in a single day.

It has a Rotax 912S engine, a dry weight of 250 kg and MAUW of 450 kg. Those flaps give it a 34kt stall speed, which contrast with it's Vne of 160kts. Short field performance is excellent (one brave and skilful ULC owner in Devon based his in a 200m field), climb at MAUW is over 1100 fpm and 1700 fpm one-up. Despite the rather silly once-a-year Vne of 160kts, my cruise speed usually settles down to 100kts, but it's perfectly capable of cruising at 120kts if you really want to get there quickly. Fuel consumption over four years is a whisker under 10litres of mogas per hour (based on tacho hours). With an 80 litre fuel tank the nominal range is huge – in real life flight lengths are limited by bladder capacity! Because pilots, fuel and baggage are all close to the CofG, it is almost impossible to stray outside the CofG range if you are within MAUW. Visibility under that bubble canopy is brilliant – except for straight down, but the greenhouse effect encourages you to fly higher and cooler in sunny summer weather.

We had a miserable first 5months this year when all Ban-bis were grounded due to a freakish accident to an MCR01 in which the tailplane parted company with the aircraft; amazingly and thankfully the pilots survived. Eventually modifications were defined, fitted and away we went again.

The disadvantages? Well of course you feel the bumps because of those long wings and the light carbon-fibre structure, baggage capacity is limited, access to the engine bay is difficult, and it was fitted with a tiny 8amp hour starter battery which can be a problem in cold weather.

But we love it - it suits our flying needs very well, and we are very fortunate!

Jim Harris

We have received the following from LAA HQ.

Good news about medicals:

The CAA have confirmed that JAR (expiring) and CAA (non-expiring) licences (PPLs, BCPLs, R/RCPLs and any other pre JAR-FCL CAA-issued pilot licence) can be used with a NPPL medical to fly with privileges of the NPPL.

However, it should be noted that the JAR PPL will expire and at that point, a NPPL must be applied for.

There is no requirement at present for non-NPPL holders to submit copies of their medical declarations to the CAA unless they are asked to do so, normally in support of an application for a rating or on request of an authorised officer of the CAA.

For more information: www.lightaircraftassociation.co.uk/HomePage/nppl.html

The exhilaration of flying
is too keen,
the pleasure too great,
for it to be neglected as
a sport.

— Orville Wright

Proposal to charge for airband frequencies.

OFCOM proposes to introduce “market disciplines” to frequencies in the aeronautical and maritime bands by auctioning them off and then charging for their continued use. They have published a consultation document setting out the principles of this proposal and we think you should read it and respond. They intend to start with RT frequencies and move on to radar and navigation aids.

The document is on www.ofcom.org.uk/consult/condocs/aip/ You have until 30th October 2008 to tell them it's a bad idea.

Last month, Ron and Lyn flew G-VE to France for the Piel fly-in followed by an extended holiday. This is their report:

Rassemblement d'avions Piel 2008

In 2007, the annual fly-in for aircraft designed by Messr Piel was in Quiberon in south Brittany. Two aircraft from the Bristol Wing attended, G-BSVE and G-DENS.

For 2008 the venue was to be St Pierre on the Ile d'Oleron - France's second largest island just south of La Rochelle. We hoped to set off on the Friday in G-BSVE, but due to bad weather in France we left at 12 noon on the Saturday after early mist and fog had cleared. An earlier phone call to Plymouth Military confirmed the ranges were closed, so our flight planned for a direct track from Halesland (near Cheddar) to Cherbourg – our customs airfield in France. We coasted out at Lulworth Cove and climbed above the low level scattered cumulus arriving in Cherbourg after 1 hour 15 minutes. A quick refuel at Cherbourg and we were airborne again within the hour heading due south for St Pierre. We dodged a few sharp showers on the way down routing via Lessay, Avranches, Chateaubriant, La Roche sur Yon. The flight information services were excellent. We were transferred from one flight information service to another and were given a squawk and traffic information each time. We spoke to Deauville, Rennes, Nantes and finally La Rochelle information.



Approach to St. Pierre

St Pierre is in the centre of the Ile d'Oleron. It has a super smooth grass runway 1000 meters by 50 meters. There were about 15 Piel aircraft plus other enthusiasts who had come in other types and by road. The only other English aircraft was Neil Grayson's Emerald from Boscome Down G-ARDD. Mr Piel's son Patrice had driven all the way from Paris taking 6 hours. A massive seafood feast was provided for an evening meal in the hangar – shame I don't enjoy seafood! Ile d'Oleron is a superb place to visit.



Patrice Piel and VE crew

We hired bikes and these enabled us to take in quite a bit of the island including two of its excellent naturist beaches!

We left on Monday evening and headed north for another island we had seen on the chart on the way down. Ile d'Yeu is about 15 miles off shore and I must admit I had never heard of it! It has a 1230 metre tarmac runway plus a shorter cross grass strip which is used in cross winds greater than 15 knots. The RT was in French only which did test my schoolboy French but “pas de problem” and the island appeared out of the thick haze after 5 minutes. We landed quite late in the evening and although we had been camping so far, we walked into the main town hoping to find a hotel for the night. We stayed in the Hotel de Voyageurs but paid a hefty €88 for the room. Nice place but expensive for us! The next day we hired bikes and moved to a camp site



Granville - €30 per night!

which cost only €8. We stayed two days. The island is quite unique and we only saw a few English – all from yachts which had called in. Well worth a few days visit but your French does need to be reasonable.

On Wednesday we returned the bikes after ferrying our camping gear back to the plane. We took off with a crosswind in excess of 15 knots as we didn't fancy the grass uphill short cross runway. We completed the short crossing to the mainland in much better visibility and again headed north crossing the Loire and decided on Dinan as our first destination. Dinan is right next to a main road so we thought camping would be a bit noisy. I rang Granville to see if we could fly in that evening (The French details said no air traffic on Wednesday). We were told "no problem" and set off past Mont St Michel for the short 30 minute flight to Granville.

Granville has a tarmac runway and with an easterly wind we skimmed across the beach and dunes to a smooth touchdown. The town is over an hours walk along the beach but we were in no hurry. We had hoped to treat ourselves to another night in a hotel but the first two hotels were full, the third was €77 – too much for us! We finally found a comfortable

one at €30 per night with a sea view so booked in for two nights at that price (Hotel Michelet) – that's only £12 each per night! We enjoyed the town, harbour and Marina. With a spring tide of 13 meters the offshore Iles de Chausey came and went with the tide.

We had obtained permission to visit Jersey before we left (you send copies of your permit and insurance) so were keen to visit some old friends. Unfortunately Granville can only provide customs with previous day notice so it was back across the Baie de St Michel again this time into Dinard – a customs airfield. Very murky with haze but no cloud had me on instruments for about 20 miles until the coast hove into view. We parked next to a Ryanair I think bound for Stanstead. Usual "big" airport formalities. Search, scan, where do we file a flight plan? Where do we pay a landing fee? – the fire station of course! Lots of discussion at their computer produced a landing fee of just €8.

Off then for the short flight to Jersey crossing the infamous Minquiers rocks and shallows. Then Jersey came into view and we joined directly on to right base for 09. I have always found Jersey controllers excellent at slotting GA into their busy commercial schedule and today was no exception. We took a bus to our hosts and surprised them as we were not sure we would get there. Usual trips round the Island, beaches and the German underground tunnel which was a first for me. We departed after lunch on Sunday heavy with cheap Jersey avgas. Again the controller was very GA friendly back tracking us down the main runway to a holding point to miss some heavier taxiing traffic. We had the often used clearance of "not above 1000 feet" but finally climbed to 4000 after passing Alderney and coasted in at Portland Bill after London Mil cleared us though the ranges "not below 3000 feet". We landed back at Halesland after a 90 minute flight and reflected on one of the best flying weather weeks we have ever had. Lucky we didn't go in August!

Ron & Lyn, Piel Emeraude (Binder Smaragd) G-BSVE.



La Corbiere - Jersey



Ile d'Oleron