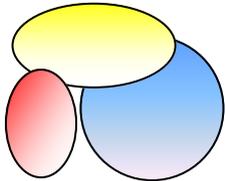




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Bristol Wings



Newsletter of the LAA Bristol Wing

October 2013

NEXT MEETING— LEO MARRIOTT

Our October on **Wednesday 2nd** will be featuring Leo Marriott who is an established author with many published titles on aviation and naval subjects and has spoken to us on several occasions.

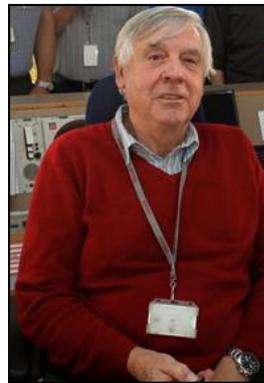
In recent years he was the Senior Air Traffic Controller at Bristol's Filton Airport, which sadly closed at the end of 2012. To commemorate this famous airfield, which dates back to 1910 when the Bristol and Colonial Aeroplane Company was formed, he has written "*Bristol Filton Airport: End of an Era*" which outlines a brief history of the airfield



and presents over 120 images showing activity through the last decade of operations.

We know that it will be a very interesting, if evocative, evening when Leo tells us about more about our much loved airfield and we invite all visitors to come along and join us at **7.45 in Room 7 at BAWA.**

Directions can be found on our website (address at top of this page)



LAST MONTH'S MEETING

This was in 3 parts.

Firstly, our AGM was quickly dispatched, with the existing officials being re-elected. Please note, though, that our long-serving Treasurer/Membership Secretary wishes this to be his last year, so we would welcome a volunteer to work with him during the year with a view to taking over at the next AGM. Minutes of the AGM are attached with this Newsletter to Wing Members.

Secondly, we had a useful airing of our collective understanding of the state of play with respect to EASA licences, medicals etc.

Part 3 of the evening was a "show and tell" of items of aeronautical interest, which included several sad engine components and a 1 metre tree branch!

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Interesting facts—part 2

Here are some more interesting facts.

Did you know for instance that:

- of the 118 million aircraft departures Worldwide, 101 million were General Aviation
- in 1989 there were 40,230 people employed in Commercial Air Transport Worldwide but 335,400 employed in GA
- in 1989 CAT employed only 21% of all pilots Worldwide
- in Europe, of 24.3 million aircraft movements in 1989, 18.6 million were accounted for by GA
- in the UK in 1989, there were on average 1,289 daily movements of CAT aircraft. The figure for GA aircraft was 8,375

(Source: ICAO figures for 1989 excl.USSR/China)

Wonder how the figures compare in 2013? Anyone know?

Picture Quiz

Last month's Picture Quiz

The correct answer is: **A Civilian Coupe, G-ABNT**

Trevor Wilcock was the first to answer with Phil Mathews coming in a very close second.

This month's question from Trevor:

What is the aircraft which was seen at Enghien-Moiselles (France) this month?



This close-up of the tail art is provided for additional help or interest"



Did you grow up to become a pilot?

In the third form, his teacher, said, "Stop staring out the window, because when you grow up, no one will pay you to sit there and just look out the window". He became a British Airways Captain!

Future Wing/BAC Meetings

November 6th Members are invited to tell us about their interesting flying experiences this year.

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

January 8th 2014—Ed Hicks—Aviation Photography

February 5th 2014—GASCO Safety Evening

Where to go...

Free landing vouchers for **October 2013**

Flyer: Beverley, Bodmin, Eaglescott, Membury, North Coates, York (Rufforth)

Pilot: Chiltern Park, Cranfield, Netherthorpe, Shobdon

LAA: Eaglescott (Saturday + Sunday only- although Flyer have them all week!) Fishburn, Pound Green and Sandtoft.

LAA also have the free landing day at Goodwood on 5th October. This is an 'LAA Taster Day'. If all goes well, a whole weekend of activities are planned down there for sometime in July 2014.

**You may be a
redneck pilot if:

you think
GPS stands for
going perfectly straight**



Bristol Wing v Bristol Aero Club Skittles Challenge

7.00 for 7:30pm, Friday 11th October

Royal Air Force Association Club

Eastfield (note: not Eastfield Road or Terrace)

Westbury on Trym

Bristol BS9 4BE

Hot and cold buffet provided

CAA News

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

CAP 493 SI 2013/03: Conditional Runway Line-up and Crossing Phraseology

Conditional clearances and the use of varying phraseology have been identified as a contributory factor in runway incursion incidents. Following discussion and consultation, it has been decided to adopt the ICAO standard phraseology for both conditional line-up and runway crossing instructions. See the following link for the full document.

<http://www.caa.co.uk/docs/33/CAP493SupplementaryInstruction201303.pdf>

With effect from 14 November 2013, when used in connection with conditional line-up and runway crossing clearances, the RT phraseology 'AFTER' is replaced with 'BEHIND'. Additionally, in accordance with ICAO specifications for the contents of a conditional clearance, the condition 'BEHIND' is to be reiterated again at the end of the clearance. For example:

Conditional Line-Up:

ATC: Behind the landing (aircraft type), via (holding point), line up runway (designator) behind.

Pilot: Behind the landing (aircraft type), via (holding point), line up runway (designator) behind.

Conditional Runway Crossing:

ATC: Behind the landing (aircraft type), via (point of crossing), cross runway (designator) behind. Report vacated.

Pilot: Behind the landing (aircraft type), via (point of crossing), cross runway (designator) behind. Wilco.

Permanent 'listening out squawk' for Farnborough

September 11th 2013

A 'listening out squawk' covering Farnborough Airport is to be made permanent, the UK Civil Aviation Authority (CAA) confirmed today. The code was originally created as a short term measure to assist Farnborough LARS air traffic controllers during the London 2012 Olympics. It proved so successful, however, that it remained in place on a trial basis after the Games finished. The squawk will become permanent on 14 November 2013 and will become the tenth such code in operation in the UK. The full list of frequency monitoring codes/ radio frequencies can be found on the following link: <http://airspace.safety.com/caa-confirms-permanent-listening-out-squawk-for-farnborough/>

EDWIN'S ECCENTRICITY Final Part 9

Continuing the story from May 2007

My 842nd type was the Urban Samba Czech light plane from Popham. My Essex based niece had spotted the machine in a local newspaper resulting in another new type for me. Another light plane was the Aeronca Super Chief from Badminton in late June 2007.



No 842—Urban Samba

At a private venue near Melton Mowbray I flew in the Australian built Aerochute Dual with Stephen Conte, Aerochute boss—airborne in 30 metres and cruising at 32 mph—this was my 5th paraglance type. Then after a 16 ear wait, Rod Mac Fadyen flew me in his Powerchute Kestrel—both flights before 9 am!



No 844—Aerochute Duel

Another long awaited flight was with Steve Roberts in his Wassmer WA 41 Baladou four seater, of which only 3 are UK based; this one was from Oaksey Park.

Rather different was the Rotorsport MT-03 gyro with Gerry Speich from the lovely Long Mynd base. I was amazed that Gerry was able to register zero forward speed.

My 850th aircraft type was in Howard Cox's Bellanca Cruisemaster, 1958 built 4 seater from Eggesford—US built and unique in Europe.

The following weekend I had a really super flight which was with Peter Teichman in his Curtiss TP 40M

Kittyhawk from North Weald. It was built as a single seat fighter then converted to 2 seat configuration. It was just wonderful that I had flown in WW2 Spitfire, Mustang and P40.



No 851 Curtiss P-40 Kittyhawk

Early 2008 I was invited by FlyBe to fly in their Embraer EMB195, 118 seater, on a scheduled flight from Exeter to Alicante thanks to a friend of a friend who knew a '195' Captain! The return flight was recorded in the local paper and even a few words in the 'News of the World'.

In the Spring Peter March, Paul Gingell and I flew 'Continental' Airline Boeing 757 and 737 to Sun 'n Fun in Florida. First flight was in a military painted Bell UH-1H Huey helicopter then, next day, seaplane 'wet' flights in an Avid Magnum and a Murphy Turbo Moose. Two new lightplane types were Fantasy Air Mistique and Fly Italia MD-3 Rider to complete a varied USA tally.

Early May '08 I paid my 4th visit to the Isle of Mull, EasyJet Airbus A319 from Bristol to Glasgow.

Caledonian Airlines had initiated seaplane flights in their Cessna 208 Amphibian from Glasgow and I pre-booked some flights. First trip was a 32 minute local then a circular flight. Then a longer trip over the mountains included a refuelling stop on Loch Lomond with a final leg to Tobermory to the north of Mull—just over 2 hours total flying time.



No 850 Bellanca Cruisemaster

Back home I had an exciting flight with a lady pilot, Tizi Hodson in an open cockpit Waco YMF-5c biplane from Staverton. After a roll and a loop she handed over the controls for the return flight!



No 859 ZS Jesow

In contrast I learned that the Cotswold Gliding Club had bought 2 Polish ZS Jesow gliders and I fixed a flight from Nympsfield—my 31st glider type but the first glider for nearly seven years.

Later in the month I flew in an Air Atlantique C-47 Dakota just before UK Passenger flights were halted. First Dakota flight was in early 1972 and I flew in 10 different examples including a night mail flight (Bristol to Liverpool) and a photo session in Florida.

At the Popham Microlight Trade Fair (August 2008) I had my first flight in a Medway SLA 951—my 860th type, then Peter Marsden flew me from Popham in his newly flown CZAW Sportcruiser.

It was becoming difficult to find and organise new types of aircraft to add to my list and I came up with the idea of flying in different aircraft ranges (eg airliner, lightplane, autogyro, helicopter, glider) so at the start of 2009 I started this additional challenge but this "diversion" is not included in my experiences of different aircraft types.

With our variable weather conditions it is not easy to accomplish a flight particularly in a hot air balloon flight. It was the fifth time lucky to fly in a Virgin booked balloon but with 16 passengers aboard from the Ashton Court take off, I was lucky to fly over my Filton home and was able to obtain some perfect photos on my 1 hour flight.

Next weekend I flew in the US Army Piper Cub from English Bicknor bringing back many memories of lots of flights with the much missed Tony Liddiard from this airstrip.

On a visit to Yorkshire I was delighted to fly with Ivan Shaw (Europa designer) in his Liberty XL-2 (only 3 in the UK) in late September 2009.

Next new type was the Elmwood Christavia, Canadian

designed, like a small Aeronca and the only European example. I flew in it from the Winchester area to Popham and back.

On another Scotland trip (April 2010) via EasyJet A319, I flew again in the Cessna 208 seaplane but on a shorter flight which included lower Loch Lomond but an unexpected low level run down from the Glasgow Airport Runway.

At the 2010 Popham Trade Fair I was at last, but delighted, to fly in the Monnett Sonex flown by the UK dealer, Mike Maulai which included a 180 mph runway pass!

A major milestone in 67 years flying was a London Heathrow to Paris Charles de Gaulle flight in an Air France Airbus A380 with 532 passengers aboard and back next day—with my son Michael.



No 852 - The massive A380

Same month and in contrast was a trip from Gloucestershire Airport by Dornier 228 to the Isle of Man, returning by Swearingen SA-227 Metro 3.

A very special flight was in the first UK operated Tecnam 2006 twin engine 4 seater from Wycombe Air Park.

I had seen mention of a Remos GX owned by a Devon Strut member. A quick response and the owner, Dave Hawkins flew the carbon fibre lightplane to Garston Farm for an enjoyable return flight to Compton Abbas.

The first flight of 2011 was in my 12th type of autogyro/gyroplane, the Italian produced Magni M 28 Orion. The flight in the enclosed cockpit, side by side seater comprised a local circuit of Old Sarum.

At the Popham Microlight Trade Fair just 2 days later I flew in another enclosed cockpit gyro (but tandem seated), the German Rotorsport Calidus. I was allowed to fly it on a closed circuit before the pilot demonstrated sideways and hovered flight in the local area.

The Alpi Pioneer 400 had just been completed and Frank Caviciuti flew me in the 4 seater from his home strip near Abergavenny in late August 2011.

An extra special start to 2012 flying was the Cabri, the first example of this French helicopter in the UK. It was my 60th helicopter type and the first new one in six years.



*Edwin's 60th helicopter type—Guimbal Cabri
No. 872 of his 'collection'*

Filton Airfield was close to fixed wing aircraft movements on 21st December 2012—a most tragic, pathet-

ic decision. Dave Stokes flew me to Filton in his Jodel 112 which was my 30th type to fly into or from this great airfield.

At the Popham Microlight Trade Fair I was fortunate to fly in the semi-enclosed flex wing P & M Aviation PulsR with designer, Bill Brooks then in the brand new Autogyro Cavalon side by side two seater on its public appearance.

Early July 2013 at Gloucestershire Airport I flew in the US registered seat Robinson R66 helicopter on a short trip.

That was my 875th aircraft type. I have been included in the Guinness World Record on ten occasions. I have met some wonderful people over a 70 year fascinating, challenging period and look forward to whatever the future may come my way!

Thank you to all of the kind people who have supported me, both directly and indirectly with my aircraft activities.



*Type no 853
Embraer 195*

*Cessna 208
Caravan Amphibian*



Many thanks to Edwin for recounting his remarkable achievement—what a record breaker!