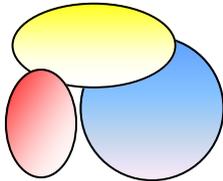




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Bristol Wings



Newsletter of the LAA Bristol Wing

September 2013

NEXT MEETING— AGM

Our next meeting is the Annual General Meeting, which will be held at **7.45 pm** on **12th September** in **Rooms 5/6** (not 5th September as previously advised - BAWA failed to record our booking). The Agenda has been distributed to members .

Since the committee do not expect the AGM business to occupy too much time, we plan a couple of items to occupy the rest of the meeting:

- a) in view of all the changes that are happening with EASA licence transition, we could discuss any problems individuals have with the process.
- b) "Show and Tell" - bring an item with aeronautical connection and tell us about it; a broken part perhaps, a photo, a old instrument, whatever you think might be of interest.

Everyone is welcome to come along to this meeting although of course any non-members will not be eligible to vote of any items.

MOGAS

For those pilots in the Bristol area who are using Mogas Unleaded please note the following:

Murco Westerleigh (currently the only local supplier guaranteeing alcohol-free petrol) confirm that they **will be blending ethanol** into their Unleaded fuel, starting towards the end of this month.

Fortunately they intend to keep Super as a protected grade, ie no ethanol. The LAA accept that, contrary to previous advice, any super grade mogas which is ethanol free and meets EN228 will comply with CAA requirements. It is strongly recommended that all fuel purchased is tested for the presence of Ethanol using the LAA's approved testing kit.

LAST MEETING— Dawn to Dusk

The speaker at our last meeting in June was Julian Midder, who described his Dawn to Dusk Challenge flight from the Scillies to the Shetlands in his Mistral biplane microlight.

With an average speed of around 60kt, he flew for 14½ hours, with a total elapsed time of 17½ hours. The extra 3 hours were not rest periods, though, as he had to mix his 2-stroke fuel and fill the tank at each of his 4 stops. Although a relatively low hours pilot, and flying in very mixed weather, he managed to keep extremely closely to his plan for the event.

The flight was in aid of Help the Heroes, and the Wing has made a belated contribution to the fund in recognition of his achievement.

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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-2013/87 Future Flight Operations Other than for the Purpose of Commercial Air Transport may become of interest over the next year or two; it brings in some requirements new to the UK - eg a journey log, certain documentation to be carried on board the aircraft - already in effect in some other EU countries.

IN-2013/089: Space Weather The purpose of this IN is to inform all UK sectors of aviation of the phenomena and potential impacts of space weather. There's something to be said for old-fashioned pressure instruments and a chart!

<http://www.caa.co.uk/docs/33/SafetyNotice2013016.pdf>

There will be a TMZ around Exeter International Airport from 0800 UTC 16 September 2013 for up to 28 days

Exeter International Airport (EIA) will have a planned outage of their Primary Surveillance Radar (PSR) from 0800 UTC 16 September 2013 for up to 28 days and therefore will be operating with Secondary Surveillance Radar (SSR) only. To ensure continued safe operations and Air Traffic Management the Civil Aviation Authority have approved the establishment of a temporary Transponder Mandatory Zone (TMZ) for the extent of the period.

Future Wing/BAC Meetings

October 2nd— Leo Marriott' talking about his new book on Filton Airfield.

December 4th—Quiz Night set by new quizmaster Alan George

January 8th 2014—Ed Hicks—Aviation Photography

Interesting facts

It may surprise you to learn that, in terms of flying activity, GA is a much bigger activity than Commercial Air Transport (CAT).

Did you know for instance that:

there are more Private Pilot Licences than Commercial Licences?
there are eight times more GA aircraft in the UK than there are airliners?

there are at least six times more movements by GA aircraft in the UK than by CAT craft?
worldwide, GA aircraft accounted for 75% of all hours flown by civil aircraft?

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

Picture Quiz

Last month's 'What and Why' Picture Quiz



The correct answer is: The Cunliffe-Owen Concordia

The first person to send in an answer was Bill Dobie—well done Bill, good to hear from you.

Alan George sent the following message at the end of July: The Alvis Leonides engines give away the time and origin and it is the Cunliffe-Owen Concordia, an immediate post-war transport that found no market, probably due to the glut of war surplus C-47s. Interestingly the Cunliffe-Owen Spitfire shadow factory became the Ford Transit factory, on the other side of the M27 from Eastleigh Southampton Airport, and is now itself sadly due for closure.

Old magazine's looking for a new home

I've just had a good clear-out of cupboards and consequently have a very large quantity of magazines (about a couple of hundred) which I'd like to pass on rather than recycle. They date from early 1980s to mid 2000s and include PFA/LAA, Flyer and Pilot. Do let me know if you'd like them and I'll bring them along to a meeting, or if you're reading this on the web then contact me and we can arrange collection. Available to anyone interested.

Mary Leader—mary@bristol-wing.co.uk

or phone—01275 541572

This month's question from Graham: *What is the aircraft?*



Where to go...

Free landing vouchers for **September 2013**

LAA: East Kirkby (see Lancaster Just Jane – doing taxi runs on Tuesdays and Thursdays – Museum payable), Elstree, Gloucester, Sligo, Sturgate

September 7th Belle Vue Fly-in, From Friday evening to Saturday so camp over and enjoy the Devon hospitality. Contact; 07971 278984

September 14/15th Cardiff Airport Fly in—Landing £15—Contact Aeros 01446 710000 All proceeds to Wales air Ambulance. For BBQ phone 01446 710042

September 14/15th Scout Camp at Croft Farm—Pilots needed but please contact Editor for details.

September 21/22nd Thorney Island Charity Fly In— Arrivals are preferred between 10:00 – 14:00 and departures 14:00 & 16:00 - Full details and Pilot's Notes will be available at our AGM on 12th September or can be sent to you. by our Editor upon request.

No matter how many times we have landed or taken a machine up into the air, we can never afford to do it half awake, or by habit."

Richard Bach

AOPA Safety Video

Here's a link which Frank Bond has sent which may be of interest to some of our readers:

<http://m.aopa.org/asf/video/no-greater-burden.html> A thought provoking and well made film which explores a number of human factors elements which any one of us could encounter, both in 'big' aeroplanes and smaller ones. It does last about 30 minutes but well worth it.

MEMBERS NEWS

Pat Harrison has been working towards his PPL for a long time and only has his Skills Test to go before finally gaining that long awaited dream, now he wants to take his dream even further and get a share in an aircraft. If you know of one that's available please contact the editor (mary@bristol-wing.co.uk) who will pass on the information to Pat.

NEW WINGS FOR STEVE

Our ex-co-ordinator Steve Neale has changed his wings to this very sleek looking Pioneer 300. Well done Steve, and we wish you many air-miles in your new aircraft.



LAA-RSA

In 2012 the LAA and its French equivalent, the RSA, were 65 years old; a combined meeting, with lunch at Duxford and dinner at St Omer, was organised - but the summer weather intervened! The delayed celebration took place on 8/9 June this year; Mary and Trevor took G-DENS to the event. In spite of a brisk wind and some low cloud around the Channel, around a dozen aircraft arrived at Duxford from France, and tours of the Imperial War Museum were laid on. In the afternoon the French and a similar number of British aircraft flew to Abbeville (apart, sadly, from one MCR-01 from near Marseilles which suffered a propstrike on landing at Duxford).

At a very enjoyable dinner organised by the RSA there were approximately equal numbers of LAA and RSA participants. LAA Chairman Roger Hopkinson presented the RSA President Hédi Belage with a framed certificate celebrating the 65th anniversary of the two associations. Following the success of this meeting, the organisations are considering making it an annual event.



Entente Cordiale

English and French aircraft at Abbeville

English and French pilots enjoying French cuisine at Abbeville



A DAY (AND A NIGHT) AT THE SEASIDE by Graham Clark

My definition of a good day out: VFR all the way; 20-25°C; a few fair weather cumuli; plenty of daylight, a grass airfield destination with the runway directly into wind; and a scenic, empty lane for us to wander down to the beach, where there is a reasonably-priced pub lunch.

Step forward Branscombe in Devon, probably one of the most under-used and delightful airfield destinations in the South West. How come? Where is it?

Branscombe is an unlicensed airfield on the south coast of Devon roughly mid-way between Seaton and Sidmouth, sitting on a ridge running east to west that is 450 ft amsl. The 800 metre runway on the hill is well drained and slopes upwards a little to the West, where there are hangars for a half a dozen aircraft, and a bungalow occupied by the owner (Cirrus driver) and his wife (C172 driver). The airfield infrastructure also serves the adjacent campsite, so visitors by air will also find toilets, a laundry room, water, an LAA inspector (Mike King), Sarah King (daughter-in-law) who makes aircraft covers, another lady who sells free-range eggs, and a caretaker who will get you a fresh rabbit for the pot on 24 hr notice! Also, overnight camping is encouraged.

Don't be discouraged by the £40 price tag for a landing fee quoted on the web site; that is there to help the local NIMBYs believe there are not nor ever will be intensive circuits and bumps. The actual landing fee (including a night's camping) is £15. Although the airfield has planning permission for up to 500 landings a year, last year there were only 150, so plainly, there is room for you too.

Unless you were desperate for fresh eggs or a fresh bunny, why would you want to land at Branscombe? Easy: if you want scenery and a walk to the beach for lunch before you fly home, Branscombe has it.



View from the Northern Lane walk to the beach

There are two possible routes to the beach. The most scenic is Northern Lane running along the northern edge of the airfield: a narrow, scenic lane frequented by foxes and rabbits, with barely ever a horseless carriage. Drop back in time 100 years as you descend towards the village under an enormous canopy of mature, magnificent, deciduous trees; they might well be one of the few remaining bits of ancient English forest (think I heard that on a recent TV programme about Branscombe cliff 'plat'



The woods through Northern Lane

farmers, now extinct).

The other road to the village of Branscombe is just to the south of the airfield. This single track with passing places is used by visitors in cars seeking access to the beach, so in the morning you better watch your back for traffic. It passes the Fountain Head pub (beer good but we were not impressed by the food; very poor price/performance ratio) and then continues past the Norman Church of St. Wilfred, definitely worth a few minutes of your curiosity time.

A couple of hundred yards further past the village shop and post office you come to a blacksmith's forge with thatched roof, 500 years old and still in use. Although it is now a National Trust building, there is no charge to go in. The blacksmith (father and grandfather worked here too) will be happy to tell you about the job and his decorative ironwork is there for all to see and buy should you need a poker, a rack for rubber boots or whatever. Or he'll make what you need: new tailwheel springs Sir?



Branscombe blacksmith at work in a 500 year-old thatched forge

Opposite, there is the historic bakery, also National Trust. A little further down the road there is a lane on the right (before you get to the Masons Arms – not 'tested' by us) terminating in

a footpath that leads to the beach via a delightful walk alongside a stream through the meadows. 'Idyllic', is the word that comes to mind.

The sloped shingle beach is stepped with pebbles thrown up at different states of the tide. If you have flown in, it is now probably lunchtime so the one and only option other than your sandwiches is the Sea Shanty, where they sell local Branscombe Brewed bottled beer, which we tested (we were camping overnight). It easily passed the most rigorous QA tests known to man. The Sea Shanty food was good and fairly priced, even though it has a local beach monopoly.



The Sea Shanty does good food

The beach offers some interesting entertainment: watching the paragliders beat up and down the cliff face; speed boats and water skiers; fishermen; kite flying; and brave bathers.



Paragliders enjoy a southerly breeze

Branscombe Beach attained notoriety some years back when the container (2,394 containers, not tons!) ship MSC Napoli ran aground: the beach rapidly became a gathering place for 'beachcombers' some of whom were probably subsequently prosecuted for theft from washed up containers containing a variety of goods, including BMW motorbikes. During the recovery operation the local population was put to much inconvenience; this was acknowledged by the ship-owners, who subsequently made a gift of the ship's anchor to the village as a lasting 'thank you'.

For those who camp on the airfield, it is necessary to bring one or two essentials since there is no shop on site. In addition to your torch, tent and sleeping bags, bring an electric kettle, tea/coffee etc. But there is drinking water, a washroom, shower and a power socket (on the kid's playground) so just go prepared to improvise a little. The warm air is clean; you can watch the ships go by as you dream your dreams..... Yes, we'll go again. PPR.

PS: If you go, stay alert for sea fog to roll in unexpectedly, but that goes for anywhere in Devon and Cornwall.

Graham Clark



Branscombe Beach

If you want scenery and a walk to the beach for lunch before you fly home , Branscombe has it.

Muscle man at work ; anchor courtesy of the container ship MSC Napoli



EDWIN'S ECCENTRICITY Part 8

Continuing the story from April 2003

Mid April '03 Airbus UK treated me to a shuttle flight in their Aerospatiale SN-601 Corvette eight seater executive jet to Toulouse and provided champagne and cakes (my 777th type) - returning next day. Coincidentally my next new type was another executive jet from Filton, the Raytheon Premier six seater. It was being evaluated by Peter Turner.

In a lighter vein, Frank Cavaciuti flew me from his Abergavenny strip in the new Alpi Pioneer 300. Much lighter, from Bicester, Kim Willcox flew me in another Whittaker MW 6 which was my 20th of the MW6/6S species. Next was my first UK flight in an Antonov An-2 Lufthansa registered and with a sumptuously furnished interior—from Little Gransden.

At Long Marston I managed to fly in a Kappa KP2 Sova (Dutch registered) then at English Bicknor I had an open-air trip in an Israeli registered Maxair Drifter.

A highlight visitor to the 2003 PFA Rally was the US built Velocity 173 RG which had flown to the UK via Greenland and Iceland. The owners flew the canard into Filton to add to my total!



No 782 Velocity 173 RG

A final duo of new types at Long Marston World Microlight Championships were the Aviasud AE-209 Albatross (French built, Dutch owned) and an Ikarus C-22 (German registered).

An extra special treat was to have my second flight with Ken Wallis (then aged 87). We flew in the 130hp Gyro (which had a RR Continental engine) from Shipdham to his home base at Reymerston Hall where it was hangared with 18 other Wallis autogyros. Just wonderful. *[Sadly just heard that Wing Commander Wallis died 1st September 2013 aged 97. Ed]*

A long awaited trip was in the Piper AE-1 based on the Piper J-5c but, as an ambulance machine, it had a hinged upper rear fuselage to carry a single stretcher. It saw service in the Pacific then Abe Lincoln bought it in Honolulu—and is the only one in Europe. In con-

trast, at Helitech at Duxford I was fortunate to fly in the new 18 seat Sikorsky S-92 helicopter—reaching 154 knots and experiencing various manoeuvres!

Rather different was a hot air balloon flight (Cameron A300) with 16 aboard landing near Garston Farm after 5 minutes. Another light plane, I flew on the first sales demonstration of the Reality Escapade at Old Sarum in Mid October 2003.

A 'holiday of a lifetime' is an understatement of a trip to the Falkland Islands organised by Naturetrek. The group of 9 flew from RAF Brize Norton in an RAF Lockheed TriStar. After nearly 9 hours to Ascension then another 7 hours (where 2 Tornado jets escorted us prior to the landing) at RAF Mount Pleasant on East Falkland. We enjoyed flights in three different Islander 10 seaters (149 minutes in 7 flights) over a 14 day visit—just magic.

December 17th 2003 was the 100th anniversary of flight so I celebrated—booked a flight in a Zlin 242 (the only UK example at the time) with Aeros at Gloucester! Then I drove to Croft Farm, Defford, where I flew in Rick Holt's Glastar.

Early 2004 Mike Drye and I drove to Hibaldstow, Lincolnshire to fly in two Hungarian registered turbine engine parachute aircraft—Dornier Do28G Skyservant and Technovia Turbo Finist.

Next month Peter March and I flew off to Sun'n Fun—KLM Fokker 70 and then Airbus A330 and Boeing 757 in the USA. First flight was a very short one, in a Vertical Technologies Humming Bird which was based on the unsuccessful Sikorsky S-52. Three light seaplanes (Aventura, Air Creation Fun 450 and Searay) were followed by a Beriev Be 103 amphibian which had 2 engines mounted on stub wings aft of the cockpit. We took off from Lakeland Airport then did several water landings. Then I flew in a Cessna 165 amphibian in a seaplane fly by.

No 785 Edwin Shackleton and Ken Wallis—two octogenarians!(nearly)



A final quartet included a Found Bush Hawk seaplane a Powachute Pegasus flexwing, Kolb Kobra microlight and a Fantasy Air Allegro light plane—making a visit total of 10 new types, then homeward bound by Airbus A320, A330 and Fokker 70.

At an Air Atlantique press briefing in May 2004 I was fortunate to fly in their Avro Anson T21 which is the only military Anson in the UK. Soon after I flew with Eric Newsham in his rare Marquart MA5 Charger from a private strip near Newcastle on a wonderful 90 minute scenic flight.

At the 2004 PFA Rally at Kemble I was lucky to fly in the Lamco Eurocub (Rotax 912) on its first UK appearance. At the '04 Bristol balloon Fiesta I flew in a Cameron N105 with just 4 aboard when 104 balloons took off then 2 weeks later was aboard a Cameron Z350 (17 persons aboard) from Keynsham to North Yate.

At the 2004 PFA Rally a surprise visitor was a Cessna 210N pressurised version with a 450hp turbine engine. I wrote to the owner who brought the aircraft to Filton for a comprehensive flight. Then at a private 'customer only' event I had my first flight in the 4 seat Jabiru 400 at North Weald.

The 2005 Microlight Trade Fair—and I was able to add 2 new types to my list—the Aerospool WT-9 Dynamic (side by side) with a Rotax 912 and an Air Creation Tanarg (competitor to the Pegasus Quik).

Yet another hot air balloon flight was in a Cameron Z140 with 7 aboard flying from Bath to Clutton, near Chew Valley Lake. Next morning I was airborne in an 8 seat Gippsland Airvan from Oxford Airport—only recently imported from Australia.

Not a new type—I flew in the Auster Aiglet which was owned at one time by comedian Jimmy Edwards. He joined me at the commentary point at Badminton Air Day 2005. At Tollerton's 'Today's Pilot' Fly-In I managed to fly in the Lancair Columbia 4 seater.

I was invited to the 2005 Fairford Press Day and had the privilege of flying (with Melinda Messenger) in an RAF Merlin helicopter from Benson to Fairford to meet the press after a 40 minute flight. In contrast my next flight was in a Spanish produced hot air balloon (Ultramagic M145) from Great Missenden.



Edwin's 816th Type - EH 101 Merlin



PLZ 106 Kruk

A quite unique experience, thanks to my friend Mike Drye, started with a BA Boeing 757 flight to Dusseldorf and a 60 mile hire car to have a flight in a PZL 106 Kruk crop sprayer. Dieter Gehling let slip that it could carry half a ton of water—so we were treated to a 'wet' fly by in our 45 minute flight.

At Warren Farm on Mendip I flew in the first produced MW6, G-MNMW with Bod Arnold (the 4th pilot on 'MW') and it was the 20th different MW6 in my flying log.

A repeat visit to Great Missenden and I flew in another Ultramagic balloon (rather larger 9 aboard the N210 type) and travelling 6 miles in the hour. Then 4 days later from the Bristol Balloon Fiesta the Bass balloon which had 3 peculiar triangular external inflated "warts".

I met Richard Teverson at "Flying for Fun" 2005. He had produced a largely re-designed Steen Skybolt with a 200hp Lycoming. Some months later he flew me on a local flight from his farm strip.

Next flight was the Pacific Aerospace PAC 750 with 9 parachutists from Hinton-in-the-Hedges (and a 23 year old NZ female pilot). From 13000 ft we landed before the last 3 parachutists!!

Tim Manna had fixed me flights in his Gnat and Jet Provost in the past. I met him, coincidentally, at Old Warden and I asked him if there was a seat in the back of his Douglas Skyraider—yes! Two weeks later I had a phone call to offer a flight from Yeovilton to North Weald. All went well and 37 minutes later one of my most bizarre and wonderful trips was on my list!

New Year's Day 2006 at Popham was quite special as Melvyn Hiscox flew me in his Rearwin Cloudster the only European example flying after an 11 year restora-

tion. Two more new types were the Alpi Pioneer 200 (I was the first passenger after PFA Approval) and a Diamond DA-42 Twin Star before I went to Sun'n Fun where I flew in 8 different types, best of which was the Helo Werks HX-1 Wasp which was powered by an engine starter unit used on the A-7 Corsair carrier aircraft. Between days I flew from Kissimmee Airport in a Soloy powered Bell 47G helicopter.

At the 2006 PFA Rally I was flown by Nigel Reddish in his Vans R-7 (the 4th Vans that he had built) which was the 5th Vans type in my tally. I am still waiting for

the chance to fly in the RV 10 and RV 12!

I waited for years to fly in a Chrislea Skyjeep (only 3 were built) but eventually was flown by Richard Webber from Eggesford which is only 23 miles from Exeter where it was built.

Another hot air balloon flight was in a Lindstrand LBL 240 from Ross on Wye with 10 aboard—62 miles airborne.

First new type of 2007 was in a Czech registered (owned by and Irishman) Urban Samba from Popham then an Aeronca Super Chief from Badminton.

Douglas Skyraider



*Edwin's No 786
Piper AE-1*



*Edwin's 798th type
Beriev Be 103*



*Type No 791
Dornier Do 281G
Skyservant*

