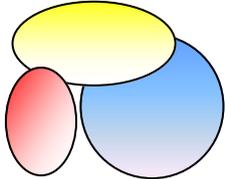




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# Brissle Strutter



Newsletter of the LAA Bristol Strut

April 2015

## NEXT MEETING— ELECTRIC AIRCRAFT

**Tuesday 7th April—7.45 in Room 7**

With Solar Impulse 2 now on its way round the world, we have an appropriate talk at our next meeting on 7 April from Dr Ron Colyer on "Electric Aircraft".

He will describe the development of an electric microlight in which he was personally involved, go on to look at the enabling technologies which have made electric propulsion possible and then look in some detail at a number of aircraft which have already been developed or are under consideration for the future.

The talk is aimed at those with a reasonable knowledge and interest in technology but it does not require a deep understanding of electrical engineering!

All new members and visitors are very welcome to come along to our meetings and have a chat. For anyone new the directions can be found on our website: [www.bristol-wing.co.uk](http://www.bristol-wing.co.uk) along with past newsletters etc.

Hope to see plenty of you on Tuesday.



## LAST MONTH'S MEETING— HANGAR CHAT

In the absence of a guest speaker we had a Hangar Chat which ranged across (amongst other things) aircraft wiring, SERA, undercarriages, the threat to Kemble Airfield and FASVIP (see later in this Newsletter).

## PLANNED FUTURE STRUT MEETINGS

May 5th 2015—Glen Moreman will give us Part 2 of his talk on the **History of Kemble**.

June 2nd 2015—Spike Parker will be telling us about what he has entitled 'My **Disastrous Career in Aviation**' which sounds very interesting indeed!

No meetings in July or August.

September 1st 2015— **Strut AGM**

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## Picture Quiz

Last month's Airfield Identification from Lyn & Ron Perry

Into which airfield is this final approach?

Well we received one verbal offer which was correct from Dave Hall and he surmised that the very undulating runway was Draycott Farm in Wiltshire. Well done Dave.



A couple of month's back we were sent a contribution from Mike Mould (Devon Strut) for this new slot

Here's his picture—a quick tip—it's not really in our immediate vicinity but is in the North West area of 'The West Country'....

It's not an airfield that DENS has flown into.....yet!

We'd love to see any aerial photos you have on file for others to have a guess at—go on—look through all those shots you've taken in the past and send one in— and do have a punt at this one.

## Carriage and storage of fuel

There have been changes in the regulations relating to the carriage and storage of petrol.

The Royal Yachting Association has produced a useful summary of the situation at:

<http://www.rya.org.uk/SiteCollectionDocuments/legal/Web%20Documents/Legal%20Leaflets/Clubs/Pr emises/CARRIAGE%20AND%20STORAGE%20OF%20PETROL%20AND%20DIESEL.pdf>

## Crew Resource Management

A number of **FLYER** CRM days are taking part around the UK in 2015, designed to offer Crew Resource Management (CRM) concept training to those who have had little or no such training before, at a very affordable cost – just a donation to cover venue hire. Concepts include accident/incident analysis, threat management, error chain, NITS briefing and DODAR, to name a few. These skills are not just the domain of commercial operators and can significantly improve your flying. The training is provided by Paul Catanach (*Flyer Forum's "Flintstone"*, *bush pilot articles in Flyer*), a line training captain and Isaacs Fury owner. Your Secretary and Chairman attended one such meeting last weekend; it was a very useful, thoroughly enjoyable interactive event, drawing on Paul's extensive knowledge and professionalism as well as on the experiences of participants - "just culture" was the rule!

## Where to go...

Free landing vouchers for **April 2015**:

**Flyer:** Haverfordwest, Holmbeck, Oxford (weekends only, conditional on 45lt Avgas uplift), Old Buckenham, Shipdham, Wolverhampton

**Pilot:** Shobdon, Spanhoe, also Skegness for end April to end May

**LAA:** Bodmin, Crosland Moor (Huddersfield), Elstree, Leicester and a bonus offer of £2.00 off each person (adult or child) for the Midland Air Museum at Coventry Airport.

**Pilot Spring issue:** For 21st March to 12th April Chiltern Park, Elstree, Newtownards; also Oxford. (Sat/Sun only and requires uplift of 45lt Avgas)

**12th April:** Wessex strut fly-in at Henstridge ie: the Sunday after Easter

**18th April** Devon Strut Fly-in to Roserrow

**May 2nd & 3rd** Bonjour Bodmin (Cornwall FC) <http://tinyurl.com/qdu7gqx>

**9th May** Devon Strut fly in to Eaglescott

**Looking ahead to the summer: BAC / Fly2help Fly-in at Kemble, Sunday 21st June 2015**

Kemble have agreed to waive the landing fees, as last year, but pilots are invited to make a donation to Fly2help.

PPR is required from Kemble Flight Operations, 01285 771177 <http://www.cotswoldairport.com/contact>

Note that if PPR is not obtained from Kemble by telephone before departure, normal landing fees will be applicable. Hopefully there will be a good number of LAA Bristol Wing aircraft there – we hope to have a BBQ as last year.

### RAeS Meeting in April

Thursday 16th April 2015

*Material Tailoring for Lightweight and Morphing Structures*

The lecture will be given by: Prof. Paul Weaver Professor in Lightweight Structures, Director of the Centre for Doctoral Training in Advanced Composites, University of Bristol

Attendance at the lecture is free. If you are planning to attend the lecture, you are kindly requested to register your attendance by clicking "Register Now" under the relevant lecture (Limited Seats available):

<http://www.raesbristol.org.uk/>

## An Interesting Internet Link:

Hard to think this was over 40 years ago. Did you realise it had flown over Hanoi to let our POW's know they were not forgotten? And that it was more economical the faster it went? It was actually the RS-71 but President Johnson got it the other way around when announcing it to the world, so it stayed. Thanks to Frank for this link.....

### SR-71 Blackbirds Over Hanoi

## 1/3<sup>rd</sup> SHARE BECOMING AVAILABLE

A rare opportunity to join a well-run syndicate, flying a delightful LAA Permit tail-dragger out of one of the West country's best kept grass strip airfields is becoming available shortly.

G-DENS is a 1963 German built Smaragd based on the French classic Emeraude CP301S. Sporting stunning new fabric and paint (literally this last winter), new canopy, and an updated cockpit, she is a delight to fly, and recognised as one of the easiest tail-draggers to fly – you can actually see over the nose!

Home is a hangar at Garston Farm, a beautiful, all year capable grass strip outside Marshfield, between Bath and Chippenham.

For more details do contact Richard Pugh on 07935 011090 or email [thepughs14@sky.com](mailto:thepughs14@sky.com).

If you would like to discuss with the other two syndicate members please speak to Trevor on 01275 858337 or Mary on 01275 541572.



**"Keep thy airspeed up,  
less the earth come  
from below  
and smite thee."**

**William Kershner**

## CAA UPDATES

### ORS4 No.1093: Instruction and Testing in Permit to Fly Aircraft

Any aircraft of 2730 kg or less registered in the United Kingdom with a national Permit to Fly are now exempt from:

- a) article 23(1)(c) of the Order, which prohibits such an aircraft from flying for the purpose of aerial work, other than aerial work which consists of flights for the purpose of flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft;
- b) the requirement at article 269(1) that to be a private flight, the only valuable consideration given or promised for a flight must fall within article 269(3). <http://www.caa.co.uk/docs/33/ORS41093.pdf>

### ORS4 No.1094: Sharing of the Direct Costs of a Flight by up to Six People

Have extended the cost sharing rules to include UK permit aircraft, <http://www.caa.co.uk/docs/33/ORS4No%201094.pdf>

### ORS4 No.1095: Introductory Flights, Parachute Dropping, Sailplane Towing and Aerobatic Flights

Introductory flight rules have now been extended to include type-approved microlights and gyroplanes.

<http://www.caa.co.uk/docs/33/ORS4No1095.pdf>

## GA Duxford Conference, 28th March

By now, you should have received the LAA Newsletter on the above meeting. The fresh attitude towards GA shown at the launch event at last June's Aero Expo continues; of note is that the FASVIG activity has led to two airspace proposals being raised by GA users rather than by airports! The political will for change might even extend beyond the May election. There is a role for all of us to play;

- we can make comments on the CAA review of the Air Navigation Order - <https://www.caa.co.uk/docs/33/CAP%201271%20GA%20ANO%20Review.pdf>;
- we can read the DfT General Aviation Strategy document: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/417334/General\\_Aviation\\_Strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/417334/General_Aviation_Strategy.pdf)
- and the CAA GA Unit Annual Report: <http://www.caa.co.uk/docs/33/CAP%201283%20GA%20ANNUAL%20REPORT%20MARCH%202015.pdf> to appreciate the impetus for change - which is even extending to EASA;
- and we can participate directly in FASVIG - see the next two pages.

A few comments from our roving reporter at the meeting, Tom Geake:

*DfT Director of Aviation Patricia Hayes regards GA as the second most diverse activity under the DfT, beaten only by cycling. She gave official figures that GA has an economic footprint of approximately £3 billion a year made up of £1.1 billion from flying operations, £1.1 billion from expert manufacturing and £0.8 billion from the wider benefits including the use of business aircraft. The sector also provides about 38,000 jobs.*

*The CAA speakers commented on the review of the Air Navigation Order. The work includes 144 distinct projects, 48 of which are done, and cover delegation of CAA work to expert bodies such as the LAA, BGA and BMAA, deregulation generally and improvements in the legislation and its usefulness. It is recognised that absolute flight safety is impossible, and different levels of risk are acceptable in different sectors. Safety is prejudiced if the rules are inappropriate or too complex for ordinary aviators. These factors also increase costs. One is not to fly with passengers any more, but with participants. The reason is quasi legal: describing a person as a passenger implies that, like an airline passenger, there has been no opportunity for a rational decision about the risks involved. A person other than the PIC flying in the GA environment has information and opportunities to consider the risks involved (a point we need to bear in mind when briefing passengers - sorry, participants. Ed).*

*There were questions about medical fitness to fly and whether EASA and the CAA were being needlessly fussy, given the US relaxations of standards and the lack of recent flight deck emergencies in the GA sector in the UK and the US. The CAA CE opinion was that the UK relaxation had gone far enough, and he wants time and statistics to accumulate before a decision.*

## Future Airspace Strategy VFR Implementation Group

### Where Has This Come From?

The Future Airspace Strategy (FAS) was launched in 2011 with its main aim to improve the efficiency of Commercial Air Transport in Controlled Airspace.

It seeks to make our airspace system more efficient in the areas of safety, capacity, environment and cost.

The FAS Vision is to:

Provide safe, efficient airspace, that has the capacity to meet reasonable demand, balances the needs of all users and mitigates the impact of aviation on the environment.



FUTURE | AIRSPACE | STRATEGY

### Modernising Airspace Structures

VFR Significant Areas (VSA)  
Terminal Airspace Structures  
LAMP and NTCA integration  
Design for Smarter Regulated Airspace  
Incentivise Release of Underused Airspace  
CAP 725 process improved

### Access to Airspace

Understand VFR Capacity of Terminal Airspace  
Optimise CTR/CTA Structures for VFR Traffic  
Reclassify Under-Utilised Regulated Airspace  
FUA Principles Extended to VFR  
Release ATZs at Closed Airfields  
Reclassify Class A Airspace For VFR Access  
UAS Policy Compatible with VFR Operations

### VFR Efficiency Enablers

NOTAM Compatibility with Graphical Display  
NOTAMs Relevant to Time  
NOTAMs Relevant to Route  
TRA depiction for VFR Airspace User  
ADS-B Out implementation  
Route & Activity Deconfliction Tools  
Infringement Risk Warning Tool  
Modernise UK RTF  
Standardise UK FIS  
Common UK TA  
Provision of Real-Time In-Flight Weather  
Extend Use of Listening Squawks

### What Is It?

The CAA needed a way to deliver that vision to the non-CAT part of the aviation sector so a FAS VFR Implementation Group (FASVIG) was formed in 2013. It is a collaboration between business and general aviation, the flight training industry, sporting and recreational aviation, NATS, airlines, airports, MOD and the CAA with the objective of delivering tangible benefits for VFR airspace users from 2015 to 2020 and so establish a sustainable future for VFR operations in the UK.

In a written statement to Parliament on 6 Nov 13 the Minister for Transport said:

"General Aviation can and should contribute to the UK's economic success, whilst providing a safe environment for participants and the public. The Government's aim is therefore to make the UK the best country in the world for general aviation"

FASVIG is part of that policy.

### What Does It Offer?

Published at the Government GA Event at Duxford on 28 March 2015, the FAS VFR Implementation Programme identifies 25 packages of change in the areas of technology, procedures, airspace changes and associated policy frameworks that could deliver the FAS vision to VFR operations.

The Programme describes these packages in broad terms and sets out how they could be achieved in the next phase. See boxes on left.

Above all FASVIG aims to make VFR flying better, easier, more flexible and more efficient.

[www.laa.uk.com/fasvig/fasvig](http://www.laa.uk.com/fasvig/fasvig)

## You Can Make A Difference – Will You Join Us?

FASVIG needs aviators to help develop the 25 'Packages of Change' outlined in the FAS VFR Implementation Programme and turn them into real benefits for all of us. We can't do this without you. Volunteers would join like-minded groups of people and use their knowledge and experience of flying to progress the project through to completion. If you can fly an aircraft then you can definitely help. It doesn't need full time commitment either, just enthusiasm and motivation. Most activities can be worked remotely by email and internet conferencing.

Please fill in the form below and drop it in the FASVIG reply box before you leave today.

Thank you; I am looking forward to working with you.

Steve Hutt, FASVIG Programme Coordinator, (Email: FASVIGcoord@laa.uk.com)

### FASVIG VOLUNTEER REPLY FORM

Please complete and drop in the FASVIG Volunteer Reply Box

Name:	
Email:	
Tel:	
Mobile:	

Are you a member of any flying organisations (e.g. BGA, BMAA, LAA, etc)? If so, please list in the box below.		
Are there particular Working Groups or areas of interest that you would be keen to get involved in? See Page 6 of FAS VFR Implementation Programme for further details . Please tick against all areas of interest to you.		
Airspace & Procedures Tick <input type="checkbox"/>	Regulatory & Government Tick <input type="checkbox"/>	Information Management & Communication Tick <input type="checkbox"/>