

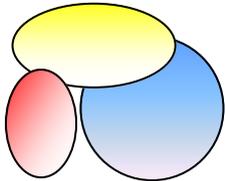


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Brissle Strutter

Newsletter of the LAA Bristol Strut



April 2017

NEXT MEETING – Gliding and FLARM

Our next meeting will be on **Tuesday 4th April** and the subject will be Gliding in the UK plus the FLARM traffic aware system much used by the gliding community. The speaker will be **Roy Pentecost** who will also cover the following subjects:

Gliding weather

Thermals & thermal flying

Typical cross country flights

GA aircraft v glider comparison - similar but different!

Glider performance and use of water ballast

Glider awareness for GA pilots covering collision avoidance tools eg flarm, transponders, powerflarm, Winch launch danger.

Roy has offered to bring along his glider and position it outside the back of Room 7 so we can have an opportunity to look around it in the daylight before we then move into the meeting room. Therefore we suggest everyone arrives from 18.45 in Room 7 this Tuesday.

For direction to BAWA see our website www.bristol-wing.co.uk



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LAST MONTH'S MEETING—California Flying

At short notice, because of the sad death of our planned speaker, Philip Green stepped in with a talk on the background to BAC members' flying visits to the USA, and a description of a trip undertaken last year by four of them.

Based at Camarillo, CA, with two C172s and a dockside rented house, they travelled as far as Lake Tahoe, as well as the Los Angeles Basin area.

Philip described the planning, the flying and the costs. David Chambers followed up with an explanation of how to get a US Airman's Certificate on the basis of a UK or EASA PPL.

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Contact Information

Strut Chairman:

Trevor Wilcock

01275 858337

E-mail:

tw@bristol-wing.co.uk

Treasurer/Membership Sec:

Steve Pemberton

01934 823938

e-mail:

stevepem@gmail.com

Newsletter Editor/distribution:

Mary Leader

01275 541572

e-mail: mary@bristol-wing.co.uk

Editorial address:

7 Cantell Grove

Stockwood, BRISTOL

BS14 8TP

PICTURE QUIZ

Last month's picture puzzle was submitted by Trevor, who said:

"A sleek modern-looking aircraft - but it's 4 years older than G-DENSI!"

The answer is: **Aviamilano F14 Nibbio G-OWYN**, a design from the pen of Stelio Frati, with obvious similarity to his superb Falco F8L

We did have a suggestion from one of our regular contributors who says: "I'll try Wassmer WA81", Very unusually they were incorrect this time.



"Can you identify this aeronautical structure?"

MEMBER'S NEWS

CONGRATULATIONS!!

We are delighted to announce that our youngest member Geraldine Hill has gained her PPL! Well done Gerry and we wish you many hours of enjoying stretching your wings in endless blue skies!

Geraldine and her younger sister. Photo taken when she helped with the record-breaking build of the Sling 4 in a week at the rally at Sywell last year.



**"When once you have tasted flight,
you will forever walk the earth
with your eyes turned skyward,
for there you have been,
and there you will
always long to return."**

Leonardo Da Vinci

The Wessex Strut 40th Anniversary fly-in

This will take place at Henstridge on **Sunday 23rd April** (St George's Day). The event is open from 10.00 am to 5.00 pm with free landings, while discounted fuel (AVGAS and UL91) will be offered on the day. There will be a local vintage motor bike club attending and they will line their bikes up for show, as well as modern and vintage aircraft from various clubs and agents. The airfield based company Aircraft Coverings who represent Poly Fiber will also be on hand to give demonstrations and talk with aircraft owners. The LAA too will be in attendance meeting LAA members in their marquee. The usual excellent food and drink from the kitchen including all day breakfasts, curry and more, will be available.

Please refer to their website www.wessexstrut.org.uk for joining details and circuit patterns. **You will need to get a code from the website before you leave home, and quote it when first calling up the airfield please.** The airfield will be closed from 1.00 - 2.00 pm so that spectators and pilots can walk around the visiting aeroplanes, so please keep this in mind.

Do go along and support our neighbouring Strut for the first big Fly-in of the flying year.

EXETER AIRSPACE

"Exeter Airport has generated a Change Proposal for the introduction of Class D controlled airspace around the airport. The proposal is available at <https://www.exeter-airport.co.uk/acp-consultation/> and **consultation closes on 9th June.**"

ENGINE FIRE

In this video, Rod Machado explains a 4-step procedure that can put out an in-flight engine fire and get you on the ground as quickly as possible. It includes a short training segment followed by a brief in-cockpit demonstration. Click on this link: <http://www.pilotworkshop.com/rod/emergencies-video> to see the very useful lesson to learn - increase speed to cause fire extinguishing through a **lean air-fuel mixture**, not to blow it out.

Where to go...

Free Landings for April 2017 in:

Flyer: Brimpton, Haverfordwest, North Coates, Shipdam, Strathaven, Wolverhampton

LAA Light Aviation Bodmin, Exeter and Leicester

April 23rd Henstridge 40th Anniversary Fly In (see the article above)

April 30th Dunkeswell Fly in

This year they are trying something different. The South West Lindy Hoppers will be entertaining everyone with their dance routines; the Dunkeswell Heritage Museum will be open and refreshments will be available as usual at the Aviator restaurant. On the day, Lauren Richardson will be giving an aerobatic display in her Pitts Special and, should there be sufficient support, there will be a 'flea market.'

The landing fee will be free to all LAA and Strut members

FASVIG update

Two items from the good work that FASVIG (Future Airspace Strategy VFR Implementation Group) is doing to protect and improve GA VFR operations:

Class G to Channel Isles

As part of its programme to deliver operational improvements to aircraft flying VFR, FASVIG have negotiated a change to the airspace between Solent and The Channel Islands. The base of Q41 between THRED and ORTAC will be raised from FL35 to FL55 on 25 May 2017. The liberated airspace becomes Class G, thus implementing a much needed safety improvement on this route.

FASVIG project leader Chris Mitchell said;

“Raising the base of Q41 to FL55 is a significant achievement that makes the channel crossing safer for GA aircraft. The new Class G airspace will abut the Solent CTA to the north (Class D 3500ft to 5500ft) and the CI CTR to the south (Class D SFC to FL80), both of which are accessible to GA aircraft flying VFR or IFR with an IR or IR(R). This improvement has been worth the effort and demonstrates that anyone can raise an airspace change and see it through to a successful conclusion. Although this took us 3 years we now understand the process and know it can be done in a shorter time.”

The full press release is available here:

<http://docs.fasvig.info/ACP/20170304-FASVIG-PressRelease4March2017-Q41.pdf>

Listening squawks

FASVIG has analysed airspace infringement data from across the country and concluded that the use of listening squawks and radar services significantly reduced infringement risk. However, the availability of these services was not well understood and although details are listed in the AIP and in commercial flight guides there was no ready reference available. A leaflet published on the Airspace Safety Initiative (ASI) website was difficult to use and largely unknown to GA pilots.

Using material prepared by the CAA and approved by the Airspace Infringement Working Group, FASVIG has funded and published 30,000 copies of a **reference card suitable for planning and in-flight use** by GA pilots. A supply of these printed cards has been delivered to the 3 companies that distribute CAA charts in time for **a copy to be included with the UK South chart which was effective on 4 March 2017**. Copies will also be included with other new charts distributed over the coming year. Organisations that purchase charts in bulk should receive a similar number of cards for onward distribution to purchasers. A reserve supply of cards is available to organisations on request.

A copy of this reference card is also available from the downloads section of the ASI website <http://airspacesafety.com/downloads/> and that document prints on an A4 sheet that can be folded in half to form a back-to-back A5 card for in-cockpit use.

I LEARNED ABOUT FLYING FROM THAT.....

At least that's what Steve Pemberton, our own Treasurer, wrote in the Spring 2017 edition of Pilot magazine.

He gave an example of understanding *why* you are shown or asked to do something in a particular way could just save your life.

Well done Steve—a good article well written. Perhaps you have more articles in your head which you could share with us before general publication?