

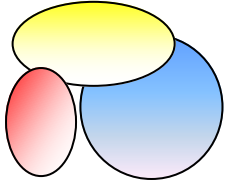


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# Brissle Strutter

Newsletter of the LAA Bristol Strut



December 2016

## NEXT MEETING – Annual Quiz

Our next meeting will be on **Tuesday 6th December** and Alan George will be testing our aviation knowledge. Here's what he has to say:

*As I have been doing the quiz for some years now inspiration is proving quite hard to find, quiz setter's block? There is a fair amount of aircraft recognition but it is quite straightforward, one round is multiple choice so I have given you the answer, you just have to know which one! Filton airfield's history will also feature and right now I am thinking up some aircraft technical questions. I have run out of debatable topics like the theory of flight so the questions will generate less discussion but at least there will (probably) only be one correct answer. As a respite I also have a round of aviation trivia questions that are more fun than difficult. After all the debate over last year's flight planning round I have also been looking at rules of thumb we can use when the battery is flat in our SkyDemon device. I trust the evening will be entertaining and informative.*



Things will kick off about 7.45 pm in Room 7 and friends (and partners) are very welcome to come along and join in the fun. We traditionally bring some nibbles to keep the little grey cells working and of course we like to support the bar takings.

For directions to BAWA and more information about the strut see: <http://www.bristol-wing.co.uk>

## LAST MONTH'S MEETING—Fiona Macaskill

We were pleased to welcome Fiona Macaskill who told us about her background in paragliding. A trial flight during a family skiing holiday sparked her passion, leading eventually to becoming Women's British paragliding champion, holder of four world speed records and participation in national and international competitions. She explained the competition process - and the wide variety of launch sites and facilities encountered. Flights didn't always end where desired - being cut down from a tree in China and having to sleep out overnight in the mountains of Spain, for example!

She then described how, having retired from paragliding, she obtained her PPL and has since even taken up air racing. Lastly she described how she and husband Angus entered this year's RAeC Dawn to Dusk competition, flying to catalogue and photograph some 100 UK paragliding launch sites - including having to make a second attempt as the first was foiled by a flat tyre about 2/3 of the way through the route.

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## PICTURE QUIZ

Once again Pat Thody got the answer correct (and responded very quickly this time!) with a Horten PUL-10. Trevor Wilcock says it a Nurflügel PUL-10. Graham, who set the picture quiz last month says it's a , so I declare both are correct.



Can you name this month's aircraft given to us by Trevor?

He says:

What's innovative about this aircraft? There's a hint in the picture.

**The modern aeroplane creates a new geographical dimension.**

**A navigable ocean of air blankets the whole surface of the globe.**

**There are no distant places any longer: the world is small and the world is one.**

**Wendell Willkie**

### Where to go...

**Free/special offer Landings for December 2016 in:**

**Flyer:** Beverley, Crosland Moor, Long Marston, Netherthorpe, Shipdham, Turweston.

**LAA Light Aviation:** Henstridge, Sherburn-in-Elmet both free and ½ price at Shobdon – Midland Air Museum at Coventry = £2.00 off entrance price.

### Forthcoming Bristol Strut Meetings

Tuesday 10th January— Member's flying experiences in 2016 (Deferred by a week due to holiday period)

Tuesday 7th February— GASCO Safety Evening (held in Room 1, upstairs in new building. 19.30 **Prompt start**

Tuesday 7th March—'RAF Cold War Intelligence-Gathering Operations in and around the Berlin Air Corridors'.

**GASCO** Presents...

# I AM IN CONTROL

Safety Evening 2016/2017

**COMING TO:**

**Bristol Aero Club & LAA Bristol**

Tuesday 7th February 2017, 1930 hrs

**BABA, Southmead Road, Bristol BS34 7NP**

Contact Philip Green on 07768 822 406 or e-mail [social@bristolaeroclub.co.uk](mailto:social@bristolaeroclub.co.uk)

## Local News

*This is not quite a 'Member's News' but Phil Mathews regularly joins us at the Christmas Quiz and we are very pleased to announce that Phil has been very deservedly awarded the following:*

### The Pike Trophy

Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.



*2016 awarded to: Captain Philip G Mathews MAP*

Phil Mathew's involvement with aviation started as a schoolboy when he became a helper with the Skyfame Aircraft Museum at Staverton Airport. In 1970 he progressed to becoming a 'hangar rat' for the Cotswold Aero Club, doing odd jobs around the club, cleaning aeroplanes and generally immersing himself in aviation. The reward was flying, and by 1974 he had his PPL and was helping other members with ground school and assisting the CFI in conducting RTF training and testing. In 1975 he added Night and IMC ratings and became a check pilot for local private aircraft as well as within the club. In 1984 he gained his Assistant Instructor rating, adding Night and Applied Instrument endorsements the following year as well as upgrading to QFI.

When in 1987 the Club's CFI had to give up ab initio training, Phil gradually took over more of the day to day operation and in 1988 he left the Civil Service and became a full time instructor in his very busy flying club, having by now gained his Flight Examiner rating. In 1992 he took over as CFI.

Noticing a marked reluctance from the other schools to offer training to aircraft owners in their own aircraft, Phil decided that he would fill the gap. As a result he has flown with a very wide variety of people and in many different aircraft conducting ab initio, night, IFR and multi-engine training. He has flown some 150 plus types/variants of aircraft of all ages and including many tail wheel types, and has also sampled a few helicopter types and gained a float plane rating.

Phil particularly enjoys providing additional navigational experience to pilots by flying longer distance trips. He has flown to most European countries, as well as doing some flying in the USA.

He conducts flight tests for PPL, LAPL and NPPL issue, and LPC/LST, IMC and multi ratings, both for his own club and for others. He holds ground examiner authority and is an RTF examiner. He also assists an engineering company with air test work and ferrying, has carried out LAA permit renewal flights and acted as pilot for the first flights of various home built aircraft.

Phil has approaching 22,000 hours of flying SEP and MEP aircraft and in 32 years of instructing has had a hand in the training of around 500 PPLs and numerous Night and IMC and multi ratings as well as CPL and IR training. In recognition of his outstanding contribution to the maintenance of high standards of civil flying instruction and safety, Phil Matthews is a deserving winner of the Pike Trophy.

*Congratulations Phil—hope we'll see you again at this year's Quiz night.*

*Thanks to Steve Pemberton for the following report of an interesting and informative day.*

## GASCo MCASD 3rd November 2016

For the uninitiated MCASD stands for Military Civil Air Safety Day. As one RAF wag questioned, was it in any way Scottish? The event was held at RAF Halton in Buckinghamshire and as is customary, pilots were invited to fly in. It was sponsored by RAF Benson and by the General Aviation Safety Council (GASCo) and can be perceived as an extension to the latter's regular safety events. Although naturally aimed at pilots who fly in the area around RAF Benson, it was clear that the pilots had attended from much further afield. Indeed one aircraft had attended from Barton, thus requiring an early departure in order to fly in legal daylight. The Bristol Strut was well represented by Mary Leader, Trevor Wilcock, Graham Clark and Steve Pemberton.

We were greeted by copious coffee on arrival but when we proceeded into Hangar 4, it was clear that the heating was sadly lacking. We might just as well have sat outside! We were treated to various briefings both before and after a buffet lunch. The talks included ones from RAF Halton Flying Ops, RAF Safety Centre (that publishes "Air Clues" – some will recall the name of Wing Commander Spry), the CAA (especially about airspace infringements), Force Development Training Centres (which had little to do with air safety!), GASCo (notably about the risk of glider sites), NATS regarding Project EVO (the replacement of air traffic control infrastructure), and Pilot Aware (with the limited time, this was a reduced version of the briefing our strut received a few months ago).

By far the most significant talk was given by representatives from RAF Benson's air traffic controllers. The station is home to both Chinook and Puma squadrons. Importantly there is a training role which includes low level tactical training in both daylight and at night. The speakers were keen to have private pilots speak to them in good time if they were flying anywhere near Benson. They pointed out that they do not offer LARS. Whilst inevitably concerned about the potential for mid-air collision with their helicopters, they will try to accommodate any request for transit.

A good, if cold, day and yet another label in our log books !

## MANDATORY OCCURRENCE REPORTING—Reminder

Occurrence reporting in the UK and the rest of Europe is governed by [European Regulation 376/2014](#) published in April 2014 and applicable from 15 November 2015.

An occurrence means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person.

The purpose of occurrence reporting is to improve aviation safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated and analysed.

*It is not to attribute blame or liability.*

The lists of reportable occurrences are published in Commission Implementing Regulation 2015/1018; specifically see **Annex 5** of <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32015R1018&from=EN#page=14>, (at the end of the document) which applies to "other than complex aircraft".

Take a look and act accordingly!

Report forms are available at <http://www.aviationreporting.eu/index.php?id=190>.