



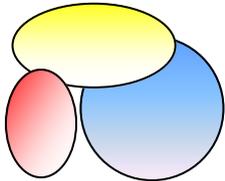
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Brissle Strutter

Newsletter of the LAA Bristol Strut

March 2017



NEXT MEETING – Flying Holiday in California

Shortly after issue of the February Newsletter, we learned that our intended speaker, Paul Hickley of the Royal Institute of Navigation, had sadly died in January when in hospital for a routine operation.

For our March meeting .which will take place on **Tuesday 6th March**, Philip Green, Social Secretary of Bristol Aero Club with whom we share our meetings, has stepped in. Here is what Philip says:

For around 10 years Bristol Aero Club members have arranged overseas flying holidays, for around one week's duration, usually in the USA, and based in Florida or the East Coast. Family and work commitments prevented me from participating in the first four trips, but I joined the group in 2011 on a week's holiday based in Limoges, France. I subsequently decided to join them in 2013 when they returned to the USA, and had three great flying holidays on the east coast. In 2016 we decided to venture for the first time to the west coast, and this talk will explain the research background planning, what is required to fly in the USA, as well as details of the trip. The picture below shows the two Cessna 172 Skyhawk's we hired for the week parked at Victorville – the famous airliner storage airfield in California – more about that in the talk.



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

LAST MONTH'S MEETING—GASCo Safety Evening

GASCo Regional Safety Officer Michael Benson presented their latest Safety Evening, with the theme "I have control".

From GASCo's GA "Safety Six", the focus was on human factors, airspace infringements and loss of control situations. With good humour, and the occasional challenge, Michael reminded us of the significant contributors to these problem areas and the steps we might make to counter them.

On airspace infringements, whose occurrence remains stubbornly high, he pointed out that there's no such thing as "just infringing" - when an unknown aircraft infringes controlled airspace, controllers immediately have to manoeuvre other aircraft to avoid a cylinder surrounding the unknown aircraft laterally by 5nm and vertically by 5000ft. FASVIG have produced an interesting report on infringements (<http://docs.fasvig.info/Infringement/20160712-FASVIG-Infringements-Data-Analysis-Final-Report-Revision1.pdf>) containing some surprising statistics for 2013-15, eg 97% occur under VFR, half were in receipt of a Basic Service, 74% were not GPS-equipped - and half of those that were, were not using it!

Michael left us with our personal Safety Pledges and a pilot currency checklist to help us "have control".

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Forthcoming Bristol Strut Meetings

Tuesday 4th April—Roy Pentecost—Gliding and FLARM (with a glider to look over)

BAC have moved to Gloucester Airport

David Chambers who is a Bristol Strut and BAC Member writes the following:

I'm sure it won't have escaped your attention that Bristol Aero Club decided to move from Kemble to Gloucester airport, although perhaps not all Strut members are aware. The office has now been setup there and the aircraft were flown across on Friday 24th February.

We plan to continue as before with three aircraft (PA28 and PS28) with regular instructors available Monday through to Saturday. Although we've had to increase our fees to cover the higher costs at Gloucester, these remain very competitive and we do now enjoy full hangarage service which will protect the aircraft from the elements.

We at Bristol Strut. wish all the members well in their new home.



The Flying reporter

Thanks to John Secker for the link to this You Tube channel you might not know about.

https://www.youtube.com/watch?v=WhfF-gOnRiw&feature=em-subscriptions_digest#

Where to go...

Free Landings for March 2017 in:

Flyer: Bagby, Blackpool (min 20lt avgas purchase), Brighton, Fife, Perth, Sutton Bank

LAA Light Aviation: Haverfordwest reduced to £10.00, Lydd, Shipdham (weekends only), RAF Tangmere Museum near Chichester – 2 for 1 offer

April 23rd Henstridge 40th Anniversary Fly In

" I pick the prettiest part of the sky and I melt into the wing and then into the air, till I'm just soul on a sunbeam."

Richard Bach

PICTURE QUIZ

Last month's picture puzzle was submitted by Trevor, and the clue . "An aircraft which was once a tailwheel trimotor, and later a nose-wheel bimotor! And it's British, though from its name you might not think so!" could have helped But nobody tried.

The answer: *The Helmy Aerogypt of 1938, which went through several variations, including initially an upward hinged roof that acted as a slat for landing. In later years (after being dropped from a crane at Northolt) it had a long career as a hen house near White Waltham airfield!*



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

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



CAA UPDATES

Handheld 8.33KHz Radios in Class D Airspace.

A recent CAA update about the LA3 equipment approval for 8.33KHz capable radios inadvertently removed the ability to use these devices in class D airspace. This was not the intention and the CAA has made an update to re-instate the permission. The latest LA301075 approval certificate is now on the CAA website at <http://www.caa.co.uk/WorkArea/DownloadAsset.aspx?id=4294978578>.

The CAA [form](#) for applying for 20% of the hardware cost of retrofitting 8.33kHz spacing radio equipment has now gone live. For information regarding eligibility criteria please see [CAP 1501](#).

NEW SYMBOLS FOR CHARTS As Hawarden launches RMZ

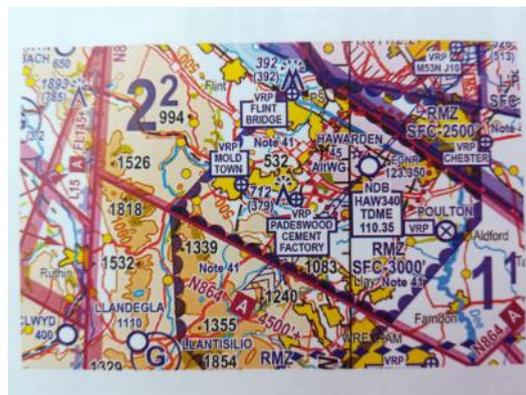
New **Radio Mandatory Zone** symbols will be introduced onto UK VFR charts this year. The first time it will be seen is on the 1:500,000 ('half-mil') Southern England and Wales chart due to be released on 2nd March 2017.

The symbology consists of a blue version of the TMZ symbology, and the annotations will be a blue version of the TMZ text. In the future, as more RMZs may be added, where TMZs and RMZs are coincident, the 'half-moon' symbols will alternate between blue and magenta. The new Hawarden RMZ, effective from 30th March 2017, will be included on the 2nd March chart, said NATS in a recent Aeronautical Information Service Newsletter.

New Chart Dates (Relevant to our area)

1:500,000 Southern England and Wales **2nd March 2017**

1:250,000 The West and South Wales **17th August 2017**



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 nearer the time 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 put this date in your diary and support our neighbouring Strut for the first big Fly-in of the flying year.

Latest Charts

Dave Hall has received the latest Half Mil charts and will be bringing them along to the meeting on Tuesday. Those who have ordered a chart from Dave are reminded to bring along the money, £12.80, to receive your chart. Thanks for doing this Dave.

Member News

Ian Tadd, A Bristol Strut Member who moved away a few years ago has sent the following message:

Hi Maryl

It's Ian (electric aircraft Ian that is)

Long time no say hi, which is my fault.

Thought I would bring you and other members up to date on what I've been doing.

I was intending to start flying and building having purchased a workshop up here and had settled in. Then just as I was about start flying and was in the process ordering a Zenair 801 kit when 2 years ago we took JJ (who still talks about your bird) for a karting birthday treat.

All my plans went out the window and attached is a series of photos of what then happened and why I've given up flying to spend on his hobby.

Best wishes and say hi to everyone I know.

Ian, Jane and JJ



Flying the Shuttleworth Collection Aircraft

Thanks to Dave and Anne Hall for this Summary of a talk at Old Warden given by Roger 'Dodge' Bailey, Shuttleworth Chief Pilot

Stewart Luck has recently been learning to fly some of the Shuttleworth Collection aircraft under instruction from Dodge, and suggested it would make an interesting topic for a talk aimed at pilots and enthusiasts. Dodge was agreeable, and the talk was duly advertised on the Shuttleworth website as a joint promotion with YES.

The talk was scheduled for Saturday 25th February, with the talk in the morning and a conducted tour of the hangars and workshop in the afternoon. All 40 places available were snapped up more than 3 weeks before the date of the talk, and the YES team were the supporting 'act' with displays and a résumé of its activities, which included a video of last year's very successful Schools' Day at Shuttleworth, and the 2016 Farnborough Futures Day flying display where Graham Wiley flew the Telford Schools' Build-a-Plane. www.youtube.com/watch?v=KmTANKiCdNU

Without spoiling things for those interested in going to a repeat of the talk, hopefully to be scheduled later this year, here is a brief summary:-

Dodge divides the Shuttleworth fleet into a number of groups, and pilots can progress through from the simpler ones towards the most tricky as their experience grows. Naturally they are all tail-draggers, but have some major differences in their handling characteristics and in-flight stability, as well as the peculiarities of different engine types: in-line, water and air-cooled, radial and rotary; tail wheel or skid, fixed or free-castering, and main-wheels braked or not and retractable or fixed.

The Avro Tutor, for example was too easy to fly, so went out of favour as a trainer, and the Hurricane's longitudinal instability makes it very manoeuvrable, so good as a fighter, but tricky at low speeds. Dodge considered the DH60X that was Richard Shuttleworth's original purchase was a Tiger Moth 'sorted out', and the Comper Swift that Richard Shuttleworth flew to India has no forward visibility even when flying level, it's all done by looking round the side of the fuselage, and must have been a very unpleasant journey to make.

Many more gems of detail were given on the 40 flying aircraft in the fleet, with a final comment that the Ble-riot XI was a horrible aeroplane to fly!



DH60X



Comper Swift

Dodge's lively presentation interspersed with his humorous observations produced a fascinating insight into the skills and attention to detail needed to fly these ancient aircraft, and was very well received by the audience.

Although most of us will never have the opportunity to sample piloting of these venerable machines, the talk and hangar tour really brought them to life. Thanks also go to display pilots Bob Morcam and Rob Millinship who helped Dodge with the fascinating hangar tours

Dave Hall.