



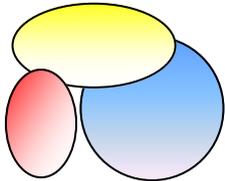
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Brissle Strutter

Newsletter of the LAA Bristol Strut

May 2018



NEXT MEETING – SHOW AND TELL EVENING

Our next meeting will be on **Tuesday 1st May**.

Our plans for a speaker for our May meeting have fallen through, so we plan to hold one of our occasional "Show and Tell" evenings.

Bring along an aeronautical object of interest or tell us about a flying experience or plan. No more than 5 minutes each. Laptop will be available if you want to bring material on a data stick.

Our June speaker will be Paul Catanach, on bush flying in Australia. A few of us heard him give the presentation at the Gloster Strut - and will be delighted to hear it again!

We start to gather at 7.30 pm and will begin the meeting proper at 7.45 in Room 7 at BAWA.

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

LAA Electrical Course

Due to the popularity of the above course, the LAA are running another one on **Friday 18th May 2018 at LAA HQ**, Turweston Aerodrome. More details can be found by following the link below. If you are interested in attending, please call them on 01280 846 786 to confirm your place. Bookings will be taken on a first come, first served basis.

<http://www.lightaircraftassociation.co.uk/Courses/electrics.html>

LAST MONTH'S MEETING— The Aerospace Bristol Museum:

Lindsey Henniker-Heaton talked us through the story of Bristol's new aerospace attraction, starting with the origins of aviation in Bristol, the concentration of leading aerospace companies in the area, the successful (and unsuccessful!) products before moving on to the establishment of the museum itself, home of Concorde Alpha Foxtrot as well as many other aerospace products of the Bristol area. He emphasised the effort being put into STEM education, the facilities available (the Concorde Hall can be hired at reasonable prices), and the opportunities for growth (subject of course to funding).



Inside this issue:

| | |
|-----------------------------|---|
| Next Meeting: - Show & Tell | 1 |
| That Worst Day | 2 |
| Picture Quiz | 3 |
| CAA Updates | 4 |
| Where to go? Free Landings | 4 |

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THAT WORST DAY— Pegleg Passenger

words by Graham Clark

Continuing our series of articles from which we all hope to learn something useful. Many thanks to Graham for these thoughtful insights. They are reprinted with very kind permission from Flyer Magazine

True, Pilot X was not earning a fortune as a CPL and instructor at a seaside town, but it was a steady job. Most of the time he spent instructing from the right hand seat of a Cessna 172 D. Then there were the occasional air taxi jobs: out and back for a day or two with the twin and an occasional overnight stop. Throughout the summer season there were the tourists who asked to be given a 30-minute flip along the coast and back: watch the waves and surf rolling in; admire the yachts, pleasure craft and occasional container ship. All in all, a lovely way to earn an honest crust, especially in the summer; better than living out of a suitcase and flight bag, he thought.

The high wing Cessna was an ideal mount to convey tourists along this highly attractive coastline. The floor was at the right height for easy access and egress. The high wing provided a great view of the coast, unobstructed by the wing except in a turn. Click..click..click went the cameras from the back seat.

Earlier that day, a couple had rung up in the morning asking if it might be possible to fix an afternoon joyride along the coast: "Yes", sure thing said the receptionist. "We have a pilot and an aircraft with a slot free for about 3 pm. Would that be any good?"

The appointment made, the couple arrived in the early afternoon for their flight, for which the weather was ideal. Pilot X was watching through the office window as they walked towards the clubhouse. "Must be them", he thought, noting that the woman was limping and had her left lower leg in plaster.

In they walked to reception where they were greeted and Pilot X joined them: "Hello; are you my passengers booked for three o'clock?"

"That's us", they responded.

Pilot X rejoined that they were in for a treat. The weather was perfect and the navigation was easy, he quipped: "On the way out, we keep the blue stuff on the right and the green stuff on the left. All we have to do is keep that yellow strip just under the nose. When we get to our turning point, we reverse the colours and it will bring us straight back to the airfield. No need for lifejackets or anything else like that. It'll be great!"

Pilot X decided that the lady with her leg in plaster would have to go in the rear. He could not afford to have any stiff limbs coming anywhere near the controls. So with a bit of assistance, she managed to get in from the left, putting her backside onto the rear bench, and then sliding across to the right hand side of the Cessna. That would be a good seat, since she would get different views on the out and return runs; also, it would enable Pilot X to keep an eye on her from his front left hand seat position. Eye contact gives confidence to a back-seater not used to little aeroplanes, and he could hand her a sick bag if it should come to that. A rare event.

Pilot X buckled up the lady's rear lapstrap and briefed her about the headset: "It's a lovely day; whatever you do, don't

unbuckle at any time. Just sit back and enjoy the flight. Yes, you can use your camera as much as you like and you can talk to us in the front via the intercom. But I will have to turn that off during the take-off and landing phases of the flight. I need to concentrate then. Okay?" With that, the 'other half' strapped in to the front right seat and donned his headset, ready to enjoy the holiday experience.

With plenty of fuel and start-up checks completed, the Cessna only needed a couple of minutes to warm up sufficient to taxi to the hold. "Doors closed all round? Harness secure? Great; let's go!" And with that the Cessna accelerated down the runway to establish in the climb; soon followed by fuel pump off, flaps up, a climb to about 1,500 ft and turn towards the coast.

Pilot X had not over-sold the prospect of a flight on a beautiful day. But just as they were entering a left turn at the halfway mark, he felt an unusual wriggle from behind and felt a movement in the aileron controls. He looked behind to see the lady had adopted a slightly different posture, with her body directed more towards the pilot, though her view was still out through the cabin window.

A few minutes later he felt the wriggle again, but looking round to check saw nothing amiss; she looked comfortable enough and gave a friendly smile as if to indicate that all was well.

Now, they were on the home run, and Pilot X set up the Cessna for a lazy downwind join to the airfield, going about a mile downwind from the threshold. "Nice timing", he thought. "That will make it exactly 30 minutes."

But then, the unexpected: the aircraft was descending faster than it should with the throttle set at 2,000 rpm. The prop was still turning but something was wrong; the engine was plainly not delivering power; quickly he ran through the checks: master switch ON, mags ON; he pumped the primer and switched on the electric fuel pump. But he was now fast running out of height and there was still a mile to the threshold. In front, there was a big field. There was no choice: he would have to put it down.

The Cessna touched down fine, but the surface was rough. The tin bird rattled and rolled as nature intended until the nose gear dropped into a ditch and came to a sudden stop. Bent gear, bent prop, bent cowling, busted engine bearer, battery loose. Expensive.

There was no fire and they were all alive but badly bruised and in considerable pain. A few minutes later the airfield fire crew was in attendance soon followed by the ambulance crew. Before they extracted the rear-seat occupant, they had to disentangle her foot from between the two front seats, where her heel rested on the dislodged main fuel tank selector.....

Questions:

What was pilot X's first mistake?

What was his second mistake?

What was his final mistake?

PICTURE QUIZ

Last month's picture puzzle . Trevor asked what is the aircraft?

We had two answers suggested this month, both unfortunately neither were completely correct.

One gave a full (but incorrect) description: the plane is a prototype VTOL aircraft, kestrel. It's taken at Farnborough in front of a Morris 1/4 tonne television broadcast van

And the other said: "Dassault Balzac but it appears to be in RAF markings"— According to Trevor this guess is pretty good - there's a great deal of similarity but....

The correct answer: It's the *"Scott Furlong Predator"* VTOL aircraft, constructed for the ITV drama series "The Plane Makers", 1963-5 - well it was the April puzzle picture!



So, for this month's challenge -what is this aircraft and what is it's story?



**"Flying is within our grasp.
We have naught to do
but take it"**

**Charles F. Duryea, '
Learning How to Fly,'
Proceedings of the Third
International Conference on
Aeronautics, 1894.**

Articles needed

You will notice that this is a very 'thin' issue this month as the editor has not received any 'articles' to include. If you have anything which you feel able to share with our readers then please send it in, either by e-mail or hand written and it will help to make your newsletter a better and more interesting read. Thank you.

CAA updates

The CAA has rejected Exeter's Airspace Change Proposal;

grounds include not taking sufficiently into consideration the operation of other than Exeter-based GA. Well worth a read - paras 12 to 15 could equally apply to the Brize and Oxford ACPs:

[http://publicapps.caa.co.uk/docs/33/20180418Exeter%20AirspaceChangeDecision\(CAP1654\).pdf](http://publicapps.caa.co.uk/docs/33/20180418Exeter%20AirspaceChangeDecision(CAP1654).pdf)

Introductory Flights: Guidance to Operators

Introductory flights are a new EASA provision designed to allow people to be taken on air experience tours in light aircraft. Provided the following conditions are met, it is not necessary for the pilot to be an instructor or for the flight to be operated under commercial air transport rules. The flight must be performed either via an EASA approved training organisation (ATO) with its principal place of business in the UK, or through an organisation created to promote aerial sport or leisure aviation, on the condition that: The aircraft is either owned or dry leased by the organisation;

Any profit made from the flights are kept within the organisation; and

If non-members of the organisation are involved, for example members of the public, the flights represent only a marginal activity of the organisation.

EASA and non-EASA aircraft may be used; however they must have a valid Certificate of Airworthiness, or be a type approved permit to fly aircraft which is already allowed to be used for remunerated training and self fly hire within the terms of the relevant exemptions.

We would expect these flights to last around 30 to 90 minutes, although for gliders this may vary depending on the weather. In the case of aeroplanes and helicopters, they must return to the place of departure. They are not designed, and should not be sold, to replace the traditional trial lesson in which a qualified instructor would typically give a demonstration of the controls and some flight training exercises with the participant handling the aircraft. Flight time as a passenger on an introductory flight will not count as training towards the grant of a pilot's licence.

While holders of private licences may conduct introductory flights, they may not personally receive any payment for doing so.

For full information go to: <http://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Introductory-flights/>

CHARTS

Got a new chart? Your old ones are welcomed, for Bodmin's Feet off the Ground event, LAA's Youth and Education Support (YES) and other youth education activities. Please bring them along to any Strut meeting and we will distribute them.



Where to go...

Free Landings for May 2018 in:

Flyer - Fife, Henstridge, Kingsmuir, Netherthorpe, Sittles, Yatesbury (microlights only)

Light Aviation ; – Crosland Moor, Leicester, Oaksey Park (Monday-Friday only) St. Athan (Reduced with fuel pickup)

Ask for Horizon Aviation when arriving

THAT WORST DAY ANSWERS:

1. His first mistake was failure to brief the rear seat passenger about the presence of the fuel selector.
2. His second mistake was his neglect in a short flight to do a FAL (Fuel, Altitude, Location) check.
3. His final mistake was to omit Fuel from his emergency landing check (Fuel Mixture Switches Hatches Harness).