

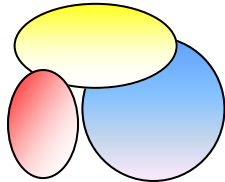


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Brissle Strutter

Newsletter of the LAA Bristol Strut



November 2017

NEXT MEETING – Darren Lewington

Our next meeting will be on **Tuesday 7th November** when we hear all about the History of Gloucestershire Airport from Darren Lewington.

Darren has been director of Gloucestershire Airport since 2010 and in that time the airport has grown in popularity as a base for General Aviation.

We will start to gather together in Room 7 at BAWA about 19.30 and the talk will commence at 19.45.

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



FUTURE STRUT MEETINGS

December 5th—Quiz

January 2nd/9th—Review of last year's flying—members tales....

February 6th—Bryan Pill on "Keys Don't Float - All I know about float flying".

LAST MEETING—RIN Mark Batin

Last month's speaker was Mark Batin, owner of an EAA Biplane and a member of the Royal Institute of Navigation's General Aviation Navigation Group. He first talked to us about satellite navigation, including sources of error and possible threats to its use. Of particular concern is the availability of very cheap jammers, sometimes used to prevent the tracking of ground vehicles. Spoofing to generate a false position is another possibility. We were all suitably alerted to the need not to be totally reliant on GPS.

His second theme was on visual navigation, and in particular on the Event Technique, designed to keep one on track with minimal workload. GPS can be integrated with it to enhance accuracy and provide increased confidence, but loss of GPS is almost irrelevant to the safe completion of the flight. Much of the material in the presentation was researched on behalf of FASVIG as part of their ongoing commitment to the improvement of airspace sharing and the avoidance of airspace infringements. See <http://www.rin.org.uk/NewsItem/5014/Infringement-Avoidance> and scroll down to download article for the full details of the technique.

Lastly Mark covered the Pooleys-sponsored RIN TopNav competition, which will next be held on 12th May 2018 at White Waltham, Bodmin, Peterborough and Solent/Goodwood.

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PICTURE QUIZ

Last month's quiz picture was sent to us by our Treasurer Steve Pemberton, Unfortunately we only had one suggestion for the answer to this puzzle and that was incorrect—it isn't a Taylor Titch!

It is in fact the original Bart Verhees' Pottier P80S which he flew into the LAA Rally from Belgium on Saturday 2nd September.



This month's picture : "Can you identify this appropriate November puzzle aircraft?" says Trevor.

MEMBER'S NEWS

Welcome to new members Richard and Patricia Lea. Richard holds an Australian Commercial Fixed Wing PPL, and has recently taken ownership of the Wittman Tailwind G-BJWT which is now based at Dunkeswell

We are absolutely delighted to announce our long standing member **Brian Osley** has been awarded the **PRESIDENT'S JOYSTICK** awarded for **Services to the Rally**. The Joystick, which was presented to him at the LAA AGM at Sywell on Sunday 22nd October, is from an Avro 504 and we hope that Brian will bring it along to our next meeting on Tuesday 7th November for us all to see it.



Brian has been helping to set up, and take down the whole site of the Rally, Marquees, fencing toilets etc for at least the past 25 years, in it's various locations at Cranfield, Kemble and more recently Sywell. Brian does this work during the week leading up to and the days after the rally, in the early days camping under canvas and more recently staying in a hotel (at his own expense). This award is thoroughly justified and we are so pleased that Brian's dedication has been acknowledged at last.

Congratulations Brian!

THAT WORST DAY—CUTTING IT FINE by Graham Clark

The 2nd of our articles from which we all hope to learn something useful. These are reprinted with very kind permission from Flyer Magazine

Pilot X had been around for a long time. In fact, so long that he had amassed something over 1,800 hours by the time he reached age 68 and had long since retired to enjoy the fruits of his labours with frequent trips to and from his holiday home further south. Not bad for an amateur pilot. Also being a glider pilot, he counted himself as being above-averagely weather wise. He had done the journey there and back in his Cessna 172 D many times powered by the confidence-building purr of the six-cylinder Continental O-300-D. The Cessna had two tanks for a usable total of 150 litres of Avgas, which gave him plenty of range for the regular run to the south and back.

On the April day in question he was alone. Having flown this route many times before, he was able to write the flight plan almost from memory: registration, fuel, endurance, route, alternates, POB, colour of aircraft; tick, tick, tick... Press the button: flight plan filed, and accepted. Bingo. Off we go.

The weather forecast *en-route* and for his destination was favourable. For his evening arrival the wind was to be 350/04 with CAVOK conditions and the vis better than 10 km; a fine end to a good day.

Pilot X had calculated a flight time of 3hr 40 minutes, so at a leaned roughly 30 litres per hour he was good for about four hours plus reserves. Having filled both tanks and got his charts ready, he fired up the Continental to warm up and taxi, awaiting his turn for a short while at the hold, giving time for the indecisive pupil/instructor combination ahead to go through their somewhat laborious pre-departure checks.

Then it was X's turn, and he was wheels off at 14:38, for an ETA at his destination airfield just after 18:00, which was the local lighting up time or dusk. Then he would put the aircraft away in the hanger, lock the doors and go home to a glass of something with his wife.

The Cessna began its long climb to reach the most economical cruise conditions. These were also partly dictated by the need to get above orographic cloud over a long range of hills where, unfortunately, the headwinds began to cut into his groundspeed. But with the hills behind him, the unfortunate truth was that the headwinds on the other side were persisting and although the ASI was indicating about 100 kt, the waypoints were not coming up on time. No matter, he had time and fuel in hand, and at this altitude with the engine nicely leaned he was good to continue.

But he became concerned. The GPS – though guiding him unerringly to his home airfield – was indicating a groundspeed of between 80 and 90 knots. Three hours into the flight, at the present altitude there was still bright daylight, but over to the east the horizon was darkening. Pilot X flew past a familiar town and knew exactly where he was, but now the traffic on the roads below were all using their headlights and there was no doubt it would soon be dark. Night was approaching, but he had nearly reached his destination. But the bloody groundspeed was still showing that up here the headwind was still with him.

Official night had begun half an hour earlier; the GPS was showing he had almost reached the destination airfield, which was totally closed with no lights showing. Everyone had gone home and it was dark, up here, and down there.

The radar readout recording for the next phase of the flight shows that the Cessna had slowed to about 80 knots and began to circle near the pitch-black airfield. Pilot X was quite unable to make out the 1248-metre black tarmac runway.

About one half a nautical mile west of the airfield, the aircraft flew a 360 degree pattern before resuming a southerly track, to position the aircraft for an approach to land on the big black patch.

The area controller called the Cessna using its full call sign and Pilot X responded: "Read you five, uhm I am in the uh" The Controller answered: "...I read you broken;" and pilot X answered: "...final and please close my flight plan." The Controller replied, "Roger, I will close your flight plan. Now contact YYY Wun Wun Wun Niner Daysimnal Six. Good evening."

Seconds later and almost one hour exactly after official sunset, the Cessna's radar return vanished; it had collided with the tops of some tall trees about 500 metres from the threshold of his destination runway.

Subsequently, Pilot X told accident investigators that as a result of the headwinds, his fuel had run out during the final approach, and he had made an emergency landing in the treetops. After first contact, his aircraft then slid between a group of trees and crashed onto the ground below. There was no fire; he was uninjured and able to free himself from the wreck. Not surprisingly the aircraft was totally destroyed, but the ELT emergency locator transmitter was not activated. Keeping cool and cursing his 'luck', he walked the short distance to his car to sleep for the night and reported the accident the following morning.

He then arranged for the wreck to be recovered, at which time investigators found eight litres of fuel remaining in the tanks.

QUESTIONS

1. What was X's first mistake?
2. What was X's second mistake?
3. What was X's third mistake?

(Answers at the end of the newsletter)

MET OFFICE SEMINAR

Last month the G-DENS crew turned up at the Met Office, Exeter for a GASCo Weather Decision Making seminar. In an impressive modern building (with inadequate parking), around 30 pilots met to develop their Met knowledge. Michael Benson (who presented our recent GASCo Safety Evening) covered Threats and Errors, leading to an Undesired Aircraft State, and discussed how to deal with this. Next Met Office lecturers introduced us to the properties of the primary air masses affecting the UK. We were then given an interesting interactive test (everyone has either a smartphone or tablet!) in which we had 18 sec to identify the relevant air mass in particular synoptic charts, with our device-inputted responses appearing on the projection screen. DENS 1 held the lead until the final round, when pipped at the post by DENS 2 (finger trouble was blamed).

We then moved on to the understanding of fronts, in conjunction with our understanding of air masses. Having been lured into a false sense of security and understanding by lunch in the Met Office restaurant (excellent pies) we returned to be faced with a test on interpreting synoptics in the light of F215s and our sketchily-acquired knowledge of fronts and air masses. This stretched us for the next 40 minutes, when all was resolved by the Met Office lecturers (who actually disagreed with each other on the answers!).

A final wrap-up by Michael, then a quick visit to the operations room where a dozen or so forecasters deal with the totality of aviation weather, including UK airfield TAFs, followed by departure to the car outside - raining - wasn't forecast until 1700 - but it was only a forecast!

AIRCRAFT FOR SALE

POTTIER P80S £6,500



(Pictured by Richard Marshall)

Only recently acquired so very reluctant sale of the only Pottier P80S on the UK register.

G-BTYH is a single seat aircraft offering inexpensive and fun flying. It is surprisingly well specified with a Limbach 1834cc engine with alternator and electric starter (no need to hand prop !) Unusual for this size of aircraft, it is of tricycle configuration, is all-metal construction, has toe operated hydraulic brakes and is equipped with flaps.

Empty weight 253 kg, MAUW 360 kg. (Thus fuel and pilot 107kg). Permit to 4th July 2018

Currently hangered at Dunkeswell (EGTU). First £6500 will secure.

Arrangements for an 833kHz Radio will be required and first refusal on a Yaesu FTA-450L handheld is offered, at additional cost, as an option.

Contact Steve Pemberton (evenings) 01934 823938

Where to go...

Free Landings for November 2017 in:

Flyer: Abergavenny, Bagby, Castle Kennedy, Sutton Bank, Long Marston, Perth.

LAA Light Aviation – Full Sutton, Shobdon ½ Price, Tatenhill, Wycombe Air Park (free tea and a cake)

**It is possible to fly
without motors,
but not without
knowledge and skill**

Wilbur Wright

STEVE'S STORY

This month's Brissle Strutter has already made mention of a Pottier P80S which featured as a Picture Quiz in the October edition. For me seeing it land at the Rally was very special. It had been flown from Belgium by Bart Verheez who has previously visited the Rally in his self-designed delta flying wing. It was significant for me as I'd just bought the only example, G-BTYH, on the UK register. You will doubtless find elsewhere in this edition that I am now advertising this aircraft for sale. You are to be forgiven for wondering why!

Some of our members will be aware that I had previously decided to hang up my headset in the past. Those who have made this decision will know how hard it is. For me the desire to fly did not diminish. I thus started to look for another aircraft and recognised the need to re-validate my NPPL. I kicked a good many tyres before settling (briefly) on a particular single seat, tailwheel aircraft, a Colibri. I didn't commit to the purchase and started my re-validation training on a Citabria, at Dunkeswell. My tailwheel skills had certainly faded even after a lesson lasting almost two hours so I decided against buying the Colibri.

Suddenly the Pottier became available. With its tricycle configuration and all metal construction it seemed to be just what I wanted. I had first refusal and visited Yorkshire as quickly as I could. This time I did not delay decision. I paid the vendor who agreed to deliver it to Dunkeswell for me. It arrived in early September after an uneventful journey. All I needed now was to complete my training and re-validation. After a further five hours, first on a Warrior and then on two different Cessna 172s, I took my General Skills Test. It did not go well. The examiner was kind enough to compliment my general flying but, and I paraphrase, my precision was not acceptable. He, of course encouraged me to take some more training and then to book a re-test. With my aircraft languishing in the hangar this was the obvious choice. Memories of my previous decision to stop flying returned. I had been concerned about my ability to adequately maintain my skills. Considering my recent training I felt that my performance had begun to plateau. In addition, I have a medical condition which may now be showing signs of returning. I felt I had no choice, and have again decided to hang up my headset, this time for good, and sell the Pottier.

It occurs to me to compare the General Skills Test and my previous experiences of biannual flights with an LAA Coach/ instructor. They are very different. Unless a pilot is seriously dangerous, the coach/instructor will encourage more practice, maybe with an instructor. With the GST, however, it is necessary to fly in accordance with specified limits. I wonder how many pilots that are flying today could actually pass the re-validation test appropriate to their particular licence.

With over 500 hours in my log book I've experienced the most wonderful flying. I have so much to be grateful for.

Wilbur Wright said "It is possible to fly without motors, but not without knowledge and skill".

THAT WORST DAY ANSWERS:

What was X's first mistake?

1. He took off from his airfield of origin, too late to allow extra time for any en-route delays caused e.g. by unexpected headwinds.

What was X's second mistake?

2. He failed to divert to his en-route alternate when it became clear he was cutting things very fine, and would be seriously behind his ETA.

What was X's third mistake?

3. He failed to call the Area Controller and declare an emergency.