

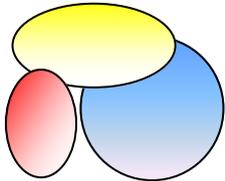


www.bristol-wing.co.uk



Brissle Strutter

Newsletter of the LAA Bristol Strut



November 2018

Next Meeting — Isaacs Spitfire

Our next meeting will be held at 7.45 pm on **Tuesday 6th November** in **Room 7**.

Our guest speaker this month is Alan James.

Well known for his award-winning Pietyenpol Air Camper G-BUCO, LAA inspector, maker of wooden propellers, he will tell us about the build of his Isaacs Spitfire which won the Prince Michael of Kent Trophy for Best of Show at the 2016 LAA Rally.

We start to gather at 7.30 and the meeting starts at 7.45. Directions to BAWA are available on our website www.bristol-wing.co.uk



Last Meeting — Racing for Rhinos

Fiona Macaskill (ably supported by husband Angus) covered her exploits in air racing. Starting with paragliding, where she participated in world class events and held several records (and flew to 15000'!), then into powered aircraft racing with the Royal Aero Club's Records Racing and Rally Association.

However last year they took part in the annual Botswana "Race for Rhinos", advertised as the world's biggest air race - and in Fiona's view the best!

128 aircraft participating in two days of racing round 300km courses (no GPS allowed) over the relatively featureless terrain of salt plains. Botswana Tourism and the Botswana Government launched the Air Race of Rhinos campaign to raise the funding needed to carry out relocation and resettlement, as well as the creation of several rhino havens.

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Picture Quiz

Last month's puzzle from Trevor was: The Miles M28 Mercury training and communications aircraft,

And the answers to his questions were:

How many were built?

Only six were built, varying from 2- to 4-seaters. first flight in 1941.

What is perhaps unique in the aeronautical world about the Mk3 version?

The third was possibly unique in having triple controls for two students and an instructor. Imagine the cockpit communications: "You have control." "Who, me Sir?" "No, him!"

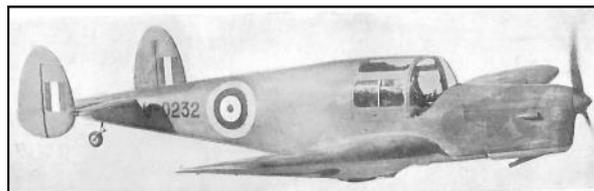
Where is the last surviving example?

The last surviving Mercury, a 4-seater, has very recently returned to the UK from Denmark, and was at the LAA Rally, still with a Danish registration.

Phil Matthews was the first contributor with the following: *It's a Miles M18 Mercury, only 6 built, the Mk III had triple controls. Last flying survivor in Denmark. Well done Phil.*

Followed by Alan George who said: *For the picture quiz it is a Miles M28 Mercury. The rest comes from Wikipedia, 6 built and the Mk3 had triple flight controls for 1 instructor & 2 students, that was new to me. The last survivor*

was stumping me until the LAA magazine arrived and there it was, from North Coates.



New picture:

Graham has sent in this photo to be named.

Can you identify the aircraft from this historic flight deck image?

Can you name one of its previous owners?

Clue: This aircraft is still flying!

Answers to the editor please. You will not be named and shamed if you get it wrong so have a go....

Restricted Area

Don't forget that our local R105 (Prince Charles' Highgrove House) now applies to all aircraft, not just helicopters and microlights as previously:
1.5nm radius circle, SFC-2000ft ALT.

RAF Cosford Conservation Week

Each year the RAF Museum at Cosford permits public access to its conservation centre for one week. Meet the conservators, ask questions, take photos. This year, the week falls November 12-18, and Graham Clark is planning a one-day trip by car to visit the Centre and see any changes that have taken place over the past couple of years. He would be glad to give a lift to any other Member with interest in the subject. Date to be agreed. Contact: cgraham978@aol.com

HELP! My FRTOL has expired!

Andrew Sinclair of Bristol & Wessex Aeroplane Club has written to us: "I have been asked a lot recently about pilot's RT licences expiring and I have put down a few notes to assist. A lot of the people who are asking are holders of the PPL licences pre-JAR issued under the UK ANO and they now fly permit and Annex 2 aircraft types, i.e. your good selves." If you have concerns please read Andrew's explanation.

Background

In 2008, in order to comply with ICAO obligations the UK CAA started issuing standalone¹ licence documents that included the statement: "*Language Proficiency: English*". However, the ICAO English Language Proficiency (ELP) Level was *not* stated on those particular licence documents because the UK CAA had, at that time, no records of UK pilots' ICAO ELP Levels.

Instead, to meet this ICAO obligation, the UK CAA made a decision in 2008 that any holder of a UK FRTOL would be considered de facto ICAO ELP Level 4 – "Operational Level" and all UK CAA pilot records were updated accordingly².

Note 1) "Standalone" here means as a separate piece of paper from the pilot licence.

Note 2) CAA records for individual pilots may show Level 5 or 6 if acceptable evidence of proficiency to those levels has been accepted by the UK CAA since the records were updated.

This meant that pilots holding ICAO ELP Level 4 – "Operational Level" are/were able to:

- (1) communicate effectively in voice-only and in face-to-face situations;*
- (2) communicate on common and work-related topics with accuracy and clarity;*
- (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;*
- (4) handle, successfully, the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar;*
and
- (5) use a dialect or accent which is intelligible to the aeronautical community.*

At the time, assuming a cohort of predominately native English speakers, this seems a sensible approach by the regulator but it left a legacy problem; since ICAO mandate that the ELP Level 4 endorsement must be re-assessed every 4 years. Thus if a pilot has a standalone FRTOL document issued by the UK CAA prior to 17th September 2012 (4-years from the original decision in 2008) they may now need their ICAO ELP Level endorsement re-assessing if they have not already had their licence replaced by an EASA Part-FCL licence; during which conversion process they will have had their ICAO ELP Level certified and added to their EASA licence. This requirement for ICAO ELP Level re-assessment applies mostly to pilots who still hold a separate FRTOL with JAR and some pre-JAR PPLs nationally issued under the UK ANO³.

Note 3) Pre-JAR PPLs nationally issued under the UK ANO does not mean the National PPL (NPPL)

Furthermore, to stop pilots with language abilities that did not meet ICAO ELP Level 6 from continuing after 4 years without the correct re-assessment the CAA decided to make all standalone FRTOLs issued from 2008 time expiring at 10 years i.e. expiring on 17th September 2022. This is the background to pilots' FRTOL 'expiring' on or before 17th September 2022, it is the 'ICAO ELP Level' that needs re-assessing. As mentioned above, from 17th September 2012 onwards, applicants for new or replacement licences, or for the conversion of existing national licences, must supply evidence of language proficiency in English and this is added to the licence.

The problem is made worse by CAA form SRG1106 "Application for Flight Radio Telephony Operator's Licence - Issue or Renewal" which requires, under paragraph 4, that the date, pass mark, paper number or both UK communications (written) and radio telephony practical test be entered on the form, which implies that the applicant needs to re-take the theory and practical exam prior to their FRTOL being renewed!

This is simply nonsensical given that the only reason for the 'expiry' or a pre-17th September 2012 FRTOL is related to ICAO English Language Proficiency and not communication theory knowledge and/or practical radio skill and ability. Form SRG 1106 also asks to the ICAO ELP Level, which makes sense and which, for native English speakers, may be informally assessed by an RT Examiner or Part-FCL Flight Examiner⁴.

Note 4) The CAA updated their web site on 19th October 2018 to include a statement that they are developing a process to permit ELP assessment to Levels 4 and 5 by radio telephony examiners who have completed specialist language assessor training, this has not yet become public.

Furthermore in Section 5 the SRG1106 goes on to provide entries for the 'Certificate of Experience for Grant or Renewal' that relate to either an applicant "Undergoing a recognised course of pilot training with an Approved Training Organisation", or "Is employed by this company and has exercised the privileges of the FRTOL in an aircraft operated by the Company in the 36 months preceding this application for the renewal. Logbook evidence of this operation in accordance with the ANO currently in force shall be provided." To further confuse, neither or these apply to a holder of a pre-17th September 2012 FRTOL.

CAA form SRG1199 "Application for Record of English Language Assessment" should be sufficient to overcome the legacy issue outlined above but whether submission of that in itself will trigger the renewal of a pre-2012 UK FRTOL on a re-issued licence document is not known and cannot be assumed.

I e-mailed the CAA examiners (e-mail address examiners@caa.co.uk) on 1st October 2018 to confirm what the process should be and I am happy to assist pilots with their English Language Proficiency as long as they are native English speakers⁵. I have been advised by the CAA's e-mail auto-acknowledgement system that a response should be forthcoming to my questions by either 12th October 2018 if the matter is considered simple or if complex and needing referral to the CAA's technical staff they will endeavour to respond by 5th November...Watch this space!!

Note 5) If the holder of an licence needing reassessment is not a native English speaker then they must be referred to a UK CAA approved language school (e.g. www.maycoll.co.uk, www.anglo-continental.com, etc) as per the UK CAA's guidance of 15th March 2018. Whether this applies to this scenario needs CAA confirmation. What it would mean is that the CAA's assumption in 2008 about existing FRTOL holders being ICAO English Language Proficiency Level 4 was in some case incorrect.

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Some notes of the 2018 LAA AGM, 21 October, from Trevor

Around 95 people attended; 440 postal/proxy votes received.

Currently 7800 members, over 60% being Full Plus members. There has been a small growth in membership, unlike most other GA organisations.

ca.2700 aircraft in Permit and 1600 homebuilt/restoration projects. Just 5 Permit aircraft fly over 300hrs/year.

The usual Awards and Trophies were presented; Garston Farm pilot Fran Snell received the "President's Joystick" for his support of the LAA Rally over many years.

Finances are healthy. The record-breaking Rally made a £10K surplus. There is a target for a 2.7% deficit in the current year to reduce reserves to a level appropriate for a not-for-profit organisation. Funds have been boosted by a legacy which is ring-fenced for "interesting projects". Bursaries available for a number of PPL students who have achieved solo.

Brian Davies retired as Chairman having put the Board on the proper basis of taking a strategic view of the Association while empowering the CEO to run it. Significant changes to permit aircraft freedoms have occurred - eg remunerated ab initio training for aircraft owners, post-PPL self-fly hire, and others are in discussion - e.g. night/IR. Expansion of remunerated training to non-owners would mean that the LAA would have to be responsive to commercial pressures, so for this and for the general benefit of existing members improved responsiveness is needed. Significant IT expenditure is planned in this regard.

LAA continues involvement in airspace and airfield campaigning and in the international GA scene. Existing volunteers have contributed much, but are tired and there may be a need to pay for assistance.

Improvements in courses are planned.

Re Brexit - existing agreements on foreign travel of permit aircraft have been negotiated though the European Civil Aviation Conference and are not an EU/EASA matter so should not be affected.

AGM motions:

Directors elected or re-elected: David Millin, Eryl Smith, Marcus de Ferranti.

Two motions re the Bill Woodhams Award decision at the 2016 AGM: the Chairman handed over to the Deputy Chairman because of a personal interest. Discussion was limited to brief statements from Brian Davies in that personal capacity and from Tracey Curtis-Taylor, followed by brief statements for and against the two motions. Neither motion was carried, and the removal of the Award still stands. The LAA website News section gives the voting figures.

In open discussion, suggestion from floor that more responsibility (eg repeat mods) could be delegated to inspectors to reduce delays in processing. CEO said that 65 mod applications are received per month, and a triage system is in operation to organise their handling. The best way to speed up the process is the provision of clear, accurate submissions - too much time is spent in trying to clarify submissions. Inspectors are also busy, but steps are in place to provide a better framework for them to work within.

Future Bristol Strut meeting dates for your diary

Tuesday 4 December: Christmas Quiz, ably set as usual by Alan George .

Tuesday 8 January (a week later than normal): Tell us about your flying in 2018.

Tuesday 5 February: Frank Bond—Zeppelins

LAA COURSES

Woodwork

This is an ideal one day course for anybody contemplating building or repairing a wooden aircraft, the course covers wood selection, cutting, drilling, scarfing, gluing etc., in fact all you need to know to gain sufficient confidence to start your own project.

The course will include:

- * Comprehensive day's course dedicated to learning the fundamental woodwork techniques
- * Includes: cutting, shaping, multiple part production, boring, laminating formers, rib production, scarfing, gluing and internal finishing of timber
- * Covers the tools required
- * Course benefits those that need to refurbish or want to build their own wooden aeroplane

Tutor: Dudley Pattison

Dates: Wednesday 13th March 2019

Cost: £110 (includes lunch)

Times: Arrival 9.30am to 9.45 am. Finish : 5.00pm - One day course

Venue: Ridgewood, Ham Road, Liddington, Wilts, SN4 0HH

Working with Aluminium

The working in aluminium courses have proved immensely popular as so many of the popular kits today use this medium. Gary Smith, John Michie and Norman Haines, all of whom have built examples of Van's aircraft, will guide you through the construction of a Van's toolbox. The build process is specifically designed to teach you drilling, de-burring, dimpling and riveting by various methods, and by the end of the day you will have a useful 'apprentice piece' to take home with you.

The course syllabus will include: measuring and marking, cutting and drilling, deburring, fluting and straightening, counter-sinking and dimpling, and, the bit you've been waiting for, riveting; in fact, all you need to know to get you started on your aluminium aircraft project. These subjects will be covered by description, demonstration, and practice as you construct a Van's toolbox kit. We will also discuss workshop practice and safety, the technical rationale behind many common build techniques, such as de-burring and priming, and provide guidance on further tools and techniques required.

Aluminium is a clean material and no special clothes are required, nor will be provided. Overalls, lab coats, etc. are not necessary, but by all means bring them if you wish. Some safety equipment is necessary, however. Please bring suitable eye protection (glasses, goggles), ear protection (muffs, plugs), and hand protection (gloves). If you forget, a small number of these items will be available, some to purchase.

All the tools required to assemble the box will be provided by LAA educational trust, but if you have your own air drill (PCL air connection) or pneumatic rivet gun then please feel free to bring them along (suitably identified). Gloster Air Parts, who supply aircraft-quality tools to many LAA project builders, will issue a tool catalogue and are happy to offer specific advice on tool selection and ordering. Their website, www.glosterairparts.co.uk, contains useful information for anyone contemplating building a metal aircraft.

Tutor: Gary Smith

Dates: Sunday 17th February 2019

Cost: £140 (lunch not included)

Times: 9.00am till 5.00pm - one day course

Venue: LAA, Turweston Aerodrome -

Electrical Wiring : and Air to Ground Radio Operator's Course : both FULLY BOOKED

If you wish to be added to the waiting list for any of the above courses, please email your details and interested course to LAA HQ so they can try and provide another date.

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

Where to go...

Free Landings for November 2018 in:

Flyer –Castle Kennedy; Perth; St Athan; Strathavon; Sutton Bank; Yatesbury

Light Aviation—: Full Sutton; Solent Daedalus (half price); Shobdon; Wycombe Air park

NEWS FROM THE CAA AND ELSEWHERE

CAA Airspace Change Portal

The UK Civil Aviation Authority (CAA) has launched a dedicated portal for proposed changes to UK airspace, which will provide communities and other interested stakeholders with a one-stop shop of information about designs of UK airspace that might impact them: <https://airspacechange.caa.co.uk/>
As pilots, we are likely to be interested in most proposed airspace changes. Unfortunately proposals can only be selected by postcode or by sponsoring organisation - not the most useful way of picking out the changes most relevant to us. Take a look at the portal - there is a user survey, which you could use to request something more pilot-relevant (map-based identification, for example).

CAA Safety Notice 2018/007: The Dangers of Operating Outside the Privileges of Your Pilot's Licence

Following a number of incidents, some fatal, the CAA has issued a Safety Notice relevant to licence privileges. It is rather general in terms, emphasising the importance of class and type ratings and difference training requirements, as handling and performance characteristics can be significantly different (eg SEP vs TMG). The LAA website offer some useful advice on familiarisation training and differences training: www.lightaircraftassociation.co.uk/PCS/pcs.html

UK Airprox Board Report October 2018

The Airprox of the Month focuses on a situation where right of way may not be clear-cut. One aircraft was turning base from downwind while another was conducting a straight-in join, and they came into conflict on finals as both pilots continued on believing that the other would either be behind them or give way. The second pilot was required to conform with the traffic already in the visual circuit, but on the other hand the first pilot was required to give way to traffic 'in the final stages of an approach to land'. The Board agreed that, routinely, those joining straight-in should only do so if they can integrate effectively with those already in the visual circuit, and cautioned pilots about assuming priority simply because they have called a straight-in approach. Equally, if in the circuit and another pilot does join straight-in then it may be that they've done so for good reason so discretion may be the better part of valour – give them room and, if necessary, go around early and talk about it later over tea. (Airprox Report 2018092)

Can you log P2 time?

A thread on the LAA Forum revealed that some people are logging flying hours as P2 - for example for the period when flying in a friend's aircraft and taking control of the aircraft. Note that P2 can only be logged for those aircraft which legally **require** 2 crew for operation (with a very few special exceptions). So for single pilot aircraft (which most light GA are), you can only be Pilot in Command or passenger, unless flying with an instructor/examiner.

Never let your aircraft
take you somewhere
your brain didn't get to
five minutes earlier.