

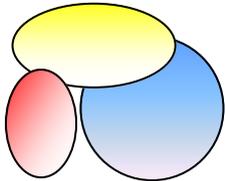


www.bristol-wing.co.uk



Brissle Strutter

Newsletter of the LAA Bristol Strut



June 2018

NEXT MEETING – BUSH FLYING

Our next meeting will be on **Tuesday 5th June** and we will be meeting this time in **Room 4**

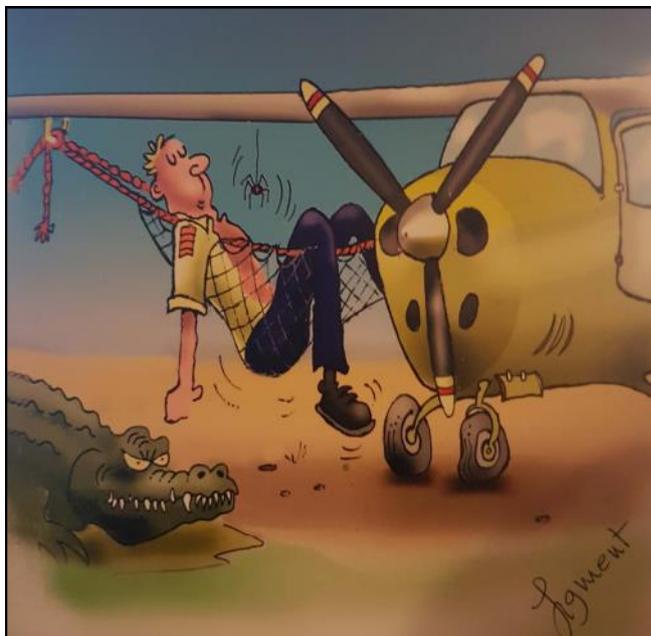
Our June speaker will be Paul Catanach, on bush flying in Australia. A few of us heard him give the presentation at the Gloster Strut - and will be delighted to hear it again!

We start to gather at 7.30 pm and will begin the meeting proper at 7.45 in Room 4 at BAWA.

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

Inside this issue:

Next Meeting: - Bush Flying	1
That Worst Day	2
Picture Quiz	3
CAA Updates	4
Where to go? Free Landings	4
GDPR	
LARS/Listening Squawk update	



LAST MONTH'S MEETING— : SHOW AND TELL

A small, select group assembled for the Show and Tell evening. Ken showed a video of the Ernesford Grange Academy Build-a-Plane first flights; Alan told us about the restored Magister now flying from Gloucester; Ron brought along an expensive scrap prop hub from a Rotax Falke and Trevor described the reasons for exhaust valve failure on G-DENS and an investigation and solution for airflow disturbances at the tailplane.

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THAT WORST DAY— Back to Basics 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

Pilot X had come to aviation a bit later in life and had gained most of his 102 hours during flight training on a PA 28, but he also had some experience on the 152, 172, 182 and a Mooney M20J. He had always had his eye on a type that he could use in conjunction with his business, and to this end seven years after completing his training, he had acquired a Beech F 35 Bonanza. He reckoned that his experience on the Mooney – which after all is a complex type for a freshly-minted private Pilot, with constant speed prop and retract gear – would prepare him nicely for the Beech.

When X first saw the ad for the Beech he at once thought that it would be the ideal machine for his purposes: enough room for the family, plenty of range with additional tip tanks, and a good cruise speed for getting around Europe without excessive delay. The plan was to get some experience on the machine and after he felt totally comfortable, go for an Instrument Rating, for which the machine was well equipped.

In addition to the two 17 gallon main tanks, the Beech also came equipped with two 10-gallon supplementary tanks and two 20-gallon tip tanks, bringing the usable fuel capacity to 94 gallons.

With this in mind, after a couple of self-familiarisation flights he set off from his home base for a flight of about 200 miles north to the flatlands in good VFR conditions. He liked the Beech; it had a solid feel to the stability and control, and encouraged confidence. It absorbed the rough air bumps much better than the lighter types he had flown. The flight north went well, and he was easily able to pick out the major terrestrial features that were more easily interpreted than the instruments on the panel. In terms of their complexity, the engine, fuel management and navigation demands on his piloting skills were significantly greater than those of the aircraft on which he had gained his first one hundred hours before buying the Beech, in which everything happened much faster.

The flatlands destination was easily found and the aircraft parked for the night. X felt pleased with himself and checked into his nearby hotel in preparation for a morning meeting.

After the breakfast business meeting the following morning, X got out his charts and worked out a return route south to his home base. Choosing a couple of alternates, he naturally checked Notams and in particular the weather forecast, because the route south would unavoidably require him to negotiate some high ground. He interpreted the forecast as 'difficult' but not 'impossible'.

Taking off into a VFR sky, X proceeded south; but he had not gone more than 50 nautical miles when he correctly divined that the lowering clouds over the high ground to the south were more than he as a VFR pilot wished to face. It was an easy decision to turn back and land at another airfield and wait for the muck to clear. A nuisance, but it couldn't be helped.

A few miles short of his first alternate towards the north, he called them on the radio for the weather and did not like what he was told; the muck from the west was about to blanket the alternate. X determined he had better divert to the second alternate, further east.

By this time, X was feeling a bit flustered: there had been too many changes to the flight and everything was happening very fast: new frequencies; fast chatter on the radio from the tower and other aircraft; an unfamiliar airfield; nasty crosswind on Runway 10, the only one available. Still, soon his wheels would be on terra firma and he would be able to emerge from a hot, busy cockpit and grab a calming breath of fresh air and a cup of coffee.

Placing the aircraft in the downwind leg to Runway 10, X could only think of one thing: to get this aircraft on the ground. He lowered the gear and turned onto base leg, then onto the final approach. X brought the Beech to within 10 ft of the asphalt, but the crosswind was gusting badly and threatened to cause a bad landing. Remembering the advice from his training to 'throw away an unstable approach', he firewalled the throttle.

The 225 hp Continental C225-8 responded with the splutter of fuel starvation, but X was too committed to a landing and busy flying the aeroplane to realise what was happening as the Beech rose slowly over the far threshold. X only had time to call 'Mayday' twice, before the Bonanza then stalled nose-down into a thicket of trees, fifty yards short of a market garden. The rescue workers extracted him from the wreck, with severe injuries caused by the impact of his head and shoulders with the instrument panel. The shoulder harness had not been worn.

The Bonanza Pilot's Operating Handbook specifies that during the approach and landing, fuel should be drawn from the fullest of the two main tanks. During the investigation, it was determined that using a computer, X had calculated the flight time as 1 hr 27 minutes, and fuel consumption as 19.8 gallons. His Flight Plan declared the maximum endurance as two hours. After the landing, the four-point fuel selector lever was found pointing to the mark: "Auxiliary Fuel 20 Gal Level Flight Only Use Second".

At the time of the accident, his total time on the Beech was 4 hr 10 minutes; with four take-offs and three landings... He died from his injuries.

What was X's first mistake?

What was X's second mistake?

What was X's third mistake?

PICTURE QUIZ

Last month's picture puzzle . -what is this aircraft and what is it's story?

Alan George replied with:

That is a Fokker trimotor and seeing how you recently visited Australia I believe it's the Southern Cross, Charles Kingsford Smith and the first trans Pacific flight USA to Australia.

This is correct and it's housed in a very aesthetically designed enclosure very close to Brisbane Airport.



The story behind this aircraft is as follows:

"In 1928, Kingsford Smith and Charles Ulm arrived in the United States and began to search for an aircraft. Famed Australian polar explorer Sir Hubert Wilkins sold them a Fokker F.VII/3m monoplane, which they named the Southern Cross. [

At 8:54 a.m. on 31 May 1928, Kingsford Smith and his 4-man crew left Oakland, California, to attempt the first trans-Pacific flight to Australia. The flight was in three stages. The first, from Oakland to Wheeler Army Airfield, Hawaii, was 3,870 kilometres (2,400 mi), taking an uneventful 27 hours 25 minutes (87.54 mph). They took off from Barking Sands on Mana, Kauai, since the runway at Wheeler was not long enough. They headed for Suva, Fiji, 5,077 kilometres (3,155 mi) away, taking 34 hours 30 minutes (91.45 mph). This was the most demanding portion of the journey, as they flew through a massive lightning storm near the equator. The third leg was the shortest, 2,709 kilometres (1,683 mi) in 20 hours (84.15 mph), and crossed the Australian coastline near Ballina before turning north to fly 170 kilometres (110 mi) to Brisbane, where they landed at 10.50 a.m. on 9 June. The total flight distance was approximately 11,566 kilometres (7,187 mi). Kingsford Smith was met by a huge crowd of 26,000 at Eagle Farm Airport, and was welcomed as a hero. Australian aviator Charles Ulm was the relief pilot. The other crewmen were Americans, they were James Warner, the radio operator, and Captain Harry Lyon, the navigator and engineer.



For this month—what is this unusual item and to which aircraft is attached?

"Lovers of air travel find it exhilarating to hang poised between the illusion of immortality and the fact of death."

**Alexander Chase,
"Perspectives," 1966**

CAA

ORS 1269 has just been issued, which further extends the use of a UK national licence to fly EASA aircraft (within LAPL privileges) until 7 April 2019. See <http://publicapps.caa.co.uk/docs/33/ORS4No1269.pdf>

The General Data Protection Regulation (GDPR)

By now most of us have received a fair few emails about GDPR and of course they include ones from our Strut. You may also be aware of the huge variety of advice as to how organisations should ensure compliance. The Strut has used guidance published by the Information Commissioner’s Office (ICO). This clearly required us to adopt a policy of positive opt-in, both of existing members and also of future ones. It was thus something of a surprise to watch the CEO, Elizabeth Denham, infer today that “clubs” such as ours need not be so prescriptive.

Whatever is the correct approach, we can, I believe be reasonably sure that we have at least done our best. We started our process earlier than most organisations. It started with pruning away all data that is not required for the Strut to operate. For example we no longer record members’ aircraft types or their home airfield. Next we asked everyone to consent to their personal data being stored and processed by the Strut. Thank you everyone for responding. The final step has been to publish the Strut’s Privacy Notice. This can be found on the web site at <http://www.bristol-wing.co.uk/privacy.pdf>. This details what personal data is collected, held and processed. It also details each member’s rights.

Given the variety of guidance about GDPR, it may be necessary to further develop the Privacy Notice in the future. Should this occur, it will be announced in the Newsletter.

Thank you again for your cooperation.
Steve Pemberton—Treasurer/Membership Secretary

FREQUENCIES

You will no doubt have at least one copy of the new LARS/Listening Squawks card (http://airspacesafety.com/wp-content/uploads/2017/05/SQUAWKandLARS_1APR2018_A5_FLYERFINAL.pdf). Inevitably, because of the introduction of 8.33kHz frequencies, it is already out of date. By the end of May the following should apply:

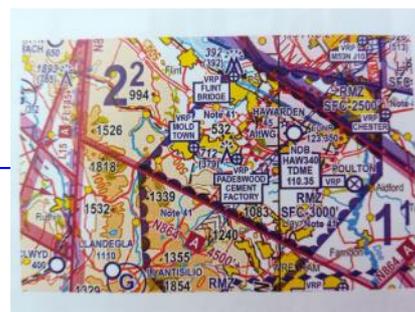
Birmingham	123.980	Southend	130.780
Manchester	118.580	Henstridge	119.130
Newcastle	124.380	Norwich	119.355
Oxford	125.090		

Please amend your copy accordingly.

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.

NB—The new Quarter Mil England South chart has just been issued so you can let us have your old one of those too.



Where to go...

Free Landings for June 2018 in:

Flyer -Audley End, Bourn, Kemble, Crosland Moor, Eshott, Peterborough Sibson,
Light Aviation—; Eshott, Headcorn, Shipdham, Sleep

THAT WORST DAY ANSWERS:

What was X’s first mistake? To fly a complex aircraft well beyond his experience without first having a full briefing from an instructor.

What was X’s second mistake? X failed to conduct full standard downwind checks: Brakes OFF, Undercarriage DOWN, Mixture RICH, Pitch FINE, Fuel ON, Hatches CLOSED, Harness SECURE.

What was X’s third mistake? When the engine failed, he should have put the nose down to maintain flying speed, and land straight ahead.