

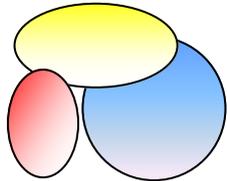


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

January 2020



Inside this issue:

Next Meeting — ANNUAL REVIEW

Our first meeting of the New Year will be held on **Tuesday 7th January 2020** at 7.45 in Room 4

We will have our usual review of the flying carried out by members of both Bristol Aero Club and LAA members. If you have any pictures you'd like to share then bring them along on a memory stick and we'll use the Strut Laptop to show them. Probably approximately 5 minutes talk each will keep everyone entertained.

Directions to BAWA can be found on our website: bristolstrut.uk where you can also find out more about us and read the archive of our newsletters going back many years.

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Forthcoming Meetings:

4th February - GASCo Safety Evening 7.30 pm Please spread the word to pilots

3rd March— TBA

7th April—Aerial sight seeing in OZ, Angus and Fiona Macaskill

Last Month's Meeting

In our annual Christmas Quiz, members were tested by Quizmaster Alan George on various aeronautical subjects - historic, technical, identification, local, movie, etc. As usual, the Quizmaster's decision was final - though occasionally contested - and gaps in our knowledge were exposed.

The yearly award of the Leader Trophy was deservedly made to John Leather for his work in generating a new Strut website.

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Picture Quiz

Last month's challenge was from Trevor: *What's the seasonal association of these three aircraft?*

From our Quiz Master Alan George:

This month's picture quiz has beaten me but I will tell you what I know.

For the seasonal association there is top row a ROBIN Dauphin, bottom row left a Parnall ELF, centre the missionary aircraft ANGEL but the fourth one I do not know.



Answers from Trevor are: **Robin** DR200, Parnall **Elf**, AAC 44 **Angel**, **Snow** S-2A

This Month's picture quiz. Can you name the aircraft?

Suggestions to the editor please—you won't be named and shamed if you get it wrong, only correct answers will be congratulated!



Here is a date for your diary:

LAA Bristol Strut and Bristol Aero Club will be hosting a **GASCo SAFETY EVENING** in our usual Room 4 at BAWA on **TUESDAY 4 TH FEBRUARY 2020** at 19.30 hrs.

The topic will be *Perception verses Reality*

Please keep this date free and do invite all your aviation friends and pilots to come along to this very interesting and informative **FREE** evening.

The Poster is attached to this newsletter in PDF format for display in your local airfield, club room, flying school etc. Please advertise this event as widely as possible.

Where to go...

Free Landings January 2020 in:

Flyer: Bodmin, Coventry, Leicester, Netherthorpe, Spanhoe, Wolverhampton

Light Aviation: Dunkeswell from 4th, Fishburn, Shipdham, Tatenhill

And for **February:**

Flyer: Bodmin, Castle Kennedy, Cumbernauld, Fishburn, Holmbeck, Perth

SPLASH GUARD 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

Somehow or other, Pilot X had inherited an aircraft. A somewhat roughish and nearly time-expired Jodel D-117. Well, a free aeroplane is not to be sniffed at, so pilot X accepted the gift with delight. A pilot he was, yes, but most of his time had been at the controls of 160 tons of aluminium with pax and cargo powered by four bunsen burners. Even so, he loved the little Jodel because it was like an aerial Spridget: not over-powered, but nice handling. A fabulous little wooden aeroplane, which at the time it was built in France back in the 1950s, had no equal.

But to pay for AVGAS pilot X had to go about his daily sub-orbital high-altitude pursuits on behalf of an employer who was quite demanding. So demanding in fact, that this late autumn the employer had scheduled Pilot X with others for a period of heavy grind refresher training prior to converting to a new type.

Living in the London area, Pilot X had the same problem as most other light aircraft owners: where can you find a decent hanger? Money was not the problem. The problem was that there was no space available. Pilot X had knocked on doors everywhere in a 50-mile radius and had still not found somewhere to put the little Jodel for the winter. For several days it had been tied down outside on an airfield somewhere west of London.

And then the rain started; and continued. Days and days of the kind of liquid which is definitely injurious to the health of any light aircraft parked outside. But as Pilot X was well aware, verging on lethal to a little wooden Jodel. But what could he do? He was tied to the classroom all day and as to night flying? No hanger, no point, no go.

In desperation, he called a friend who he knew had a hanger on a small grass strip. A friend in need, is a friend indeed... He had to try his luck.

The friend had space for a little Jodel "But forget it; the micro-light strip is absolutely waterlogged; the grass hasn't been cut and the surface is as rough as old boots."

"But you gotta help", said X, absolutely desperate. "That aircraft must go inside for the winter. There is nowhere else to go; I have tried everything."

Well, the friend was reluctant, but still agreed to take the little Jodel. There followed a detailed briefing about the approach, obstacles, the deep puddles, other ups and downs that could cause embarrassment. X knew exactly where the strip was, for he had seen it from the air several times before. Just never landed there. And tomorrow was Saturday; he was off work and free to reposition the Jodel. The deed was agreed. The forecast for the morning was good, but going downhill again from noon. He would have to get a move on.

Next morning, X and a friend drove to the Jodel tie-down 'somewhere in England'. They pulled the Jodel away from the local puddles and wiped the flying surfaces clear with a large automotive windscreen wiper blade, a trick X had picked up as a glider pilot. Next job was to put in some fuel, check the oil and give the Jodel a quick pre-flight once-over. With nothing unusual spotted, they climbed in and fired up the engine. The little Jodel responded willingly and they booked out over the radio with the FISO.

"Let's get going", said X, mindful that the clock was ticking and the next cold front was on its way. The C90 gave its all and soon the main gear was leaving a trail of spray as they accelerated along the grass runway. Then they set course for the friend's strip and 20 minutes later it came into view. Small, it was. And X (who was by now very experienced on type) knew that the landing would be – shall we say – 'interesting'. The windsock was limp, but X reckoned that even with two POB he could manage to get in without too much drama.

He set it up in the usual way: downwind checks, base leg, and turn final at about 500 ft. At that stage, he began to feel uncomfortable. Something was not quite right; the Jodel was not coming down as he expected.

Well, we all know that a good landing is always preceded by a good, stable approach. So X decided he would go around again and get it right. He firewalled the throttle and went round again, this time absolutely determined that, aided by its bent wings, the little Jodel would kiss terra firma exactly as Jean Delemontez designed. This time, there would be no mistake; the clock was ticking, and the clouds were building.

On the second approach X nailed the speeds and attitude exactly according to the numbers in the book. Picking the best line over the grass, he kicked the rudder and gave opposite aileron to sideslip off the last bit of excess height. Arriving over the threshold at the right height, he neutralised the controls but there was no response. The little Jodel kept going towards the cowpats at the same angle. However, thank goodness for water, grass and lubrication to minimise the difficulty and risk of a groundloop and bent landing gear.

The Jodel greased and splashed out of control through the puddles throwing mud and water over everything. Nearly there. But then, the landing gear dropped into a drainage furrow and the little aeroplane went belly up and nose down. A gentle ticking noise from the cooling engine was the only sound that broke the embarrassed silence.

But Pilot X's passenger, also a pilot, engaged brain and mouth: "Cut the switches, and get out!" he ordered. Just so. They were lucky that there was no fire. When the mud had settled, the hangar host arrived and they set about righting the poor Jodel. Somehow or other, it felt unbalanced. Indeed it was: the drainage holes at the rear of the fuselage were all blocked, so when the aircraft was put back on all three wheels, the holes were cleared, allowing umpteen litre of rainwater to drain from the rear fuselage. This is the lowest point in the fuselage, so rainwater ingressing through a gap in the canopy up front, or draining off the turtledeck into the gaps between tailplane and fuselage, will inevitably end up inside the fuselage just in front of the stern post. The Jodel lived to fly again, but that is another tale.

QUESTIONS

- 1 What was Pilot X's first mistake?
- 2 What was his second mistake?
- 3 What was his third mistake?

BRISTOL AERO TALKS

These talks usually take place on Friday evenings at 7.15 pm in room 4 at BAWA between September and March. However, as these talks are being run independently, they ask for a voluntary contribution of one pound per person to cover the room rental and associated costs. In the event there is an accrued surplus at the end of the season of talks it will be donated to a good cause such as the Air Ambulance.

The next meeting will be on Friday **January 17th** when Terry Ransome will give a talk *"Where to put a spacecraft – and why"*; a look at the different orbits and trajectories that allow spacecraft to do what they do well.

LAA UPDATES

Forum

Following the updating of the LAA Forum software, we are delighted to advise you that the forums are now operational again. Please note that your username/password for the forum is now separate from that used for the Members Area on the website. This does not affect existing users until they change their password on one when it must be noted that the change will not affect the other and it must be changed separately if desired.

Courses

Rotax Engine Course

This course covers installation and maintenance of the Rotax 9-series, four-stroke engines from acknowledged expert and Rotax-trained engineer, Kevin Dilks. The course, which costs £120, will see Kevin sort urban myth from the correct technical procedures to ensure that your Rotax engine provides reliable, long-term service.

Tutor: Kevin Dilks

Dates: 11th January 2020 (**FULLY BOOKED**), 25th January 2020 (**FULLY BOOKED**), 15th February 2020 (914 engine only) & 29th February 2020

Time: 9.30 am to 5.00 pm - One day course

Cost: £120.00 - please feel free to bring your own or order on the day.

Venue: LAA HQ, Turweston Aerodrome, NN13 5YD -

Accommodation: List of local accommodation can be found [here](#).

Telephone Sheila or Sarah on 01280 846 786 to check availability

CAA UPDATES

Ring the changes

From the NOTAMs:

BRIZE NORTON LOWER AIRSPACE RADAR SER CALLSIGN CHANGED FROM BRIZE RADAR TO **BRIZE ZONE**. CTC FREQ 124.275 MHZ

BRIZE NORTON CTR TRANSITS CALLSIGN CHANGED FROM BRIZE ZONE TO **BRIZE RADAR**. CTC FREQ 119.0 MHZ OR 297.8 MHZ

So if you want to enter the Zone you call Brize Radar, and if you want to stay outside the Zone you call Brize Zone!

Airspace Classification Review

The CAA has begun an Airspace Classification Review and is consulting airspace users and other interested parties - see

https://consultations.caa.co.uk/corporate-communications/airspace-classification-review-2019-2020/?mc_cid=4723c39663&mc_eid=3edf2eff83

The consultation is open until 3 March 2020. At first glance the images presented in the document are of limited use as they show where existing controlled airspace is currently used. They do not allow one to draw conclusions on whether such use is essential. However we have an opportunity to make representations on this important matter - please do so..

Enabling ADS-B Out in the UK GA Fleet

Aeronautical Information Circular Y 141/2019 on the above topic has recently been published. In particular it addresses the simultaneous use (previously not permitted) of ADS-B transceivers (including portable) and Mode A, C or S transponders. If you plan to use ADS-B you should read it to see the recommendations and requirements, particularly in respect of EASA aircraft (notification to CAA) and of Mode S transmitters with an Extended Squitter capability.

SAFETY EVENING

GASCo Presents... 2020
SAFETY EVENING

BRISTOL AERO CLUB & LAA STRUT
 TUESDAY 4th FEBRUARY 2020, 1930 hrs
 ROOM 4, BAWA, SOUTHMEAD ROAD
 BRISTOL, BS34 7RF
 Contact PHILIP GREEN on 07768 822 406 or e-mail social@bristolaeroclub.co.uk

Perception .v. Reality
 - recognizing hazardous attitudes

Saving lives in
 GENERAL AVIATION
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Civil Aviation Authority

HAYWARD AVIATION HAY

PILOT X ANSWERS

Answers:

- 1 His first mistake was failure to clear the drainage holes in the rear fuselage and check this at regular intervals.
- 2 His second mistake was to not make early arrangements to hanger his aeroplane.
- 3 His third mistake was to skimp the pre-flight inspection in the rush to get airborne.

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