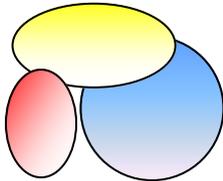




January 2021



Brissle Strutter



Newsletter of the LAA Bristol Strut

bristolstrut.uk

Next Meeting—Review of the year 2020

Dear Strut member,
With Covid restrictions and rain, the last month has been a bit of a washout for flying. Even Garston Farm's well-drained grass is suffering. We can certainly expect more of the same for the start of 2021, but have your unused flying budget ready for when the weather improves and there's a favourable impact from the vaccines!
Meanwhile stay safe and join our **January club night - by Zoom of course - on Tuesday 5th January 2021.**

We will be looking back at what we did achieve in 2020, so be prepared to share your screen with us if you have some interesting photos.

Best wishes for the New Year if you can't join us.
Login details will be provided to Strut members by email along with this newsletter .

If non-Bristol Strut members wish to join us please contact our Treasurer and Zoom host Neville Parton in advance at:
treasurer@bristolstrut.uk and he will send you joining details.



Last Month's Meeting—Miscellany

Last month 's meeting was our third by Zoom; we were unable to have our usual Christmas gathering with seasonal fare, each of us enjoying our own selection safely at home, but thanks to Neville we did have a Quiz with inter-active scoring.

Ron gave us the instructor's view of the biennial flight, and Trevor updated on electronic conspicuity and what was known at the time about the changes in regulations from 1/1/21.

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Picture Quiz

Last month:

#2 of 2 in the series "Aircraft I have part-owned but not flown" - a sleek composite tourer, but not that common. Getting to be a habit - reason this time - the syndicate had 3 aircraft. I was current on two of them, but then moved away from the area. Because of the distance, maintaining currency took time, so when my second aircraft was replaced I didn't convert to this new one.

But what is it?

Pete White (Way down in Bodimin!) says: *Answer. Wassmer WA54 Atlantic. I have flown the WA 41 Baladou some years ago.*

Phil Mathews (A regular contributor to this picture quiz) says: It's a Wassmer WA-52, world's first composite material-built aircraft

And finally Trevor confirms: The Puzzle Picture for Dec was a Wassmer WA52 Europa 4-seat composite tourer with 160HP Lycoming and VP prop.

Then for this month:

"I've remembered another one! So this is #3 in a series of aircraft I have part-owned but not flown. A good reason this time; my syndicate (with 3 other aircraft) acquired this partly built - and sold it partly built! Definitely no more in this series - it's been just DENS for the past 17 years."

Do you know what it is?



*For Christmas the editor was given a book of **Puzzles and Paradoxes** by Erwin Brecher and this one set her thinking.....*

A PARADOX FOR YOU TO CONSIDER....

PLANE CRASH

Alfie Huberman had always been interested in flying, and when he was retired early with a very generous golden handshake he indulged himself by purchasing a new Piper Apache. It had not come cheap, but then nothing does in this life. He couldn't wait to take it up for its maiden flight.

The day was perfect and Alfie was filled with excited anticipation. As expected it flew like a bird, and he looped the loop and swooped low over the field. Suddenly the engine cut out and the plane started to drop like a lead weight. Alfie struggled frantically with the controls, to no avail. His Piper crashed to the ground in an open field and was totally destroyed.

However, other than suffering from shock Alfie was completely unhurt and, surprisingly, although there were other people about, no-one took any notice of the accident.

Explain.....

At our Zoom meeting on Tuesday there may be another paradox for you to solve and the answer to this one will be given (and for those who can't join us—will be in the next newsletter)

Any suggested answers to the Editor by e-mail (or phone) - details on front page.

CAA ETC UPDATES

AIRSPACE CLASSIFICATION

The CAA has launched its new procedure to review the classification of airspace.

They are required to consider regularly:

- whether to review the current classifications of airspace,
- consult airspace users as part of that review where they consider a change to classification might be made, and amend it in accordance with their classification review procedure.

They are also required to:

seek to *ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users are reflected on an equitable basis.* See here - [CAP 1991](#)

You may have in mind a few candidates for early consideration!

Further Link to consider when getting back in the air:

In these times of bouncing in and out of Covid Tiers plus winter weather, you may find GASCo's online webinar '[Return to Flying](#)' a useful refresher.

And for those of you who missed the CAA webinar on the impact of leaving the EU, it is now available [here](#). There are other further detailed relevant YouTube items [here](#). There is also more information on the CAA Brexit microsite.

And further information for the New Year after Brexit:

Now that we are leaving EASA, the CAA has indicated the intention to revert to the pre-SERA VFR rules in Class D, F and G airspace from 20 May - see <http://publicapps.caa.co.uk/docs/33/CAP493%20SI%202020-07.pdf>

Where to go? When we are able to fly again!

Flyer: Fishburn, Full Sutton, Middlezoy, Shipdam, Wolverhampton, Yatesbury (microlights only)

Light Aviation: Withdrawn for now due to Covid-19.

'Life before COVID-19, when the term 'Social Distancing' had not yet been invented'



Low Energy = Bad News by Graham Clark

We once again have another lesson to learn from Pilot X. Printed with kind permission from Flyer Magazine and many thanks to Graham.

He was no spring chicken. Pilot X had been around light aircraft some 20 years in which time he had acquired some 1,500 hours, many of them as a flying instructor on the Ikarus C22. On this lovely September afternoon he was to give a dual lesson to a student who was a newbie to flying and so far only had about six hours; the student was nowhere near solo standard but dead keen and getting there.

So keen, that he was already a member of the C22 group, which did its own maintenance to keep the costs down. What with landing fees, hanger rent, hull and flying school insurance, anything they could do to keep the hourly charges down to an affordable level was manna from heaven. The group had purchased the 'pre-loved' aeroplane for a good price and it was clearly a low-maintenance low-cost option. However, the C22 was a well-trying aeroplane that had flown about 650 hours behind a Rotax 582, and seven hours since the last major inspection, which had been done by Pilot X, and who knew it inside out.

The pupil turned up in good time for his lesson and the pair retired to a small room in the club for a private briefing. It was all looking good: a comfortably warm day at 17°C, the wind a gentle southerly at 5-10 kt, 3/8 Cu at 5,000 ft and visibility all the nines. Couldn't be better; ideal for a lesson. The ultralight club shared the airfield with a gliding club, but it was a great live-and-let-live arrangement.

In addition to being an instructor, Pilot X had a maintenance ticket for the C22, a nice little high-wing three-axis machine with wing struts. The tube aluminium airframe is fabric-covered, and the cockpit has two seats side-by-side; ideal as a basic trainer. But

At the briefing, Pilot X talked through the plan, which was to pre-flight the C22, and then roll out past the gliders to grass runway 22, warm up the engine, vital actions etc. On getting airborne the aim was to do an almost immediate left to clear the vicinity of the glider winch so as not to impede operations.

Before start-up, a fuel check indicated the need for more, so out with the Jerry cans and a few minutes later the C22 was infused with another 20 litres, bringing the contents up to 30 litres. Job done, jerry cans stored, fuel cap secured and the two climbed in and reached for their harnesses.

After strapping in and the start-up checks, they shut the doors and fired up. The little C22 rumbled over the turf and parked to one side while they briefly warmed the engine and waited for the glider on approach to land and roll off to the side.

Nothing else coming? A quick radio call to another C22 co-owner who was keeping a listening watch from the clubhouse and the C22 lined up. Pilot X thought that

the student would be okay for the take-off; his judgement was not yet far enough developed to plan the circuit or heights needed to get this low-energy machine back on the runway, but he was getting there.

"Okay", said the instructor. "You have it: full throttle, keep it straight and climb ahead. But make an early turn to keep well clear of the winch."

With that, the left-seater did as he was told; the C22 accelerated down the grass and the light machine was off within a few yards. The student initiated a climbing left turn into the crosswind leg, when at a height of about 200 feet the engine suddenly lost power and then stopped.

"I have control!" exclaimed Pilot X who levelled the aircraft but was already losing height and running out of landing options. There was only one thing for it: straight ahead for a ploughed field, but an attempt to flare brought little response from the elevator. They had run out of airspeed and were about to enter the 'loss of control' statistics.

The nose gear touched mother earth before the rest of the C22, which then obeyed the laws of physics and somersaulted onto its back. Crunch. Then all was quiet except for a flurry of birds keen to go some place else.

The sudden drop in engine noise and the crunch had been heard by the nearby glider crew, and immediately all the alarm bells were ringing. Rescuers clambered through the hedges and gates and within a few minutes an ambulance bell was heard to approach.

On arrival at the scene, the ambulance crew was glad to see the student liberating himself from the cockpit, apparently with only a few bruises and scratches. The news was not so good for pilot X, who was seriously injured, still hanging upside down in the straps. The instrument panel had obviously taken a heavy bang, and there was red ink scattered about the right hand side.

The ambulance crew did what ambulance crews do, and then came the inquisition, followed by the investigation while pilot X spent time in a hospital bed reflecting upon the events leading up to the crash.

PS: Engine failure: fuel hose to the engine not properly secured; ASI speed range markings incorrect.

Questions

What was pilot X's first mistake?

What was his second mistake?

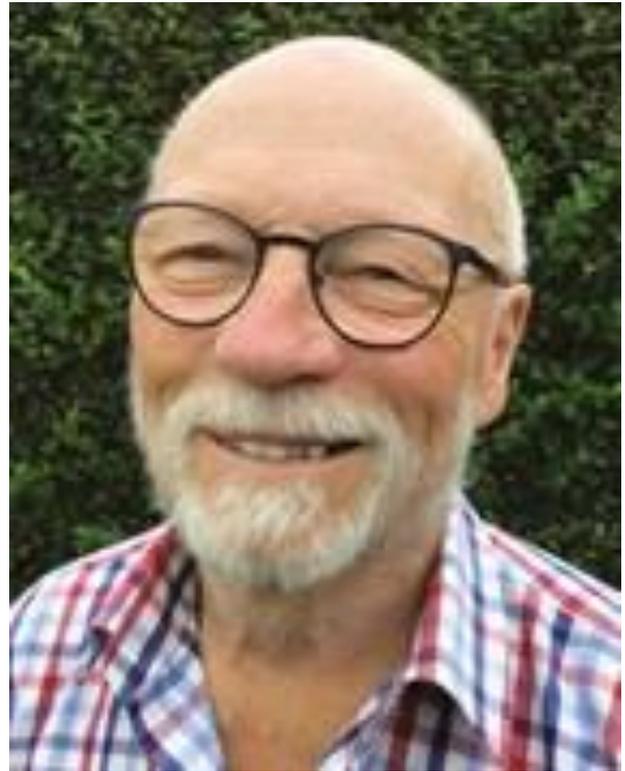
What was the third mistake?

PETE WHITE

Congratulations to our farthest flung Strut member, Pete White, who has received an **Individual Specialist Award from the Royal Aeronautical Society for 2020**. The citation reads:

Mr White receives the award for using his expertise in aviation and his outgoing personality to educate and enthuse thousands of people of all ages over many years. He spends many hours of his own time and money visiting clubs and groups around the UK to undertake these tasks. As Bodmin Airfield Events Organiser he works tirelessly to make flying available to everyone.

Mr White founded a charity, Feet Off the Ground, which gives disabled and disadvantaged young people the opportunity to enjoy the thrill of flying. The Scout Aerocamp was a concept that he pioneered and this has enabled hundreds of young people over the years to fly and to gain their aviation badges. Schools, colleges and many organisations catering for the disabled are especially grateful to him for his efforts to get them all airborne. As a Director of Cornwall Flying Club, he organises half a dozen major fly-ins each year, supporting groups like Help4Heroes with his Military Wings & Wheels Day. Mr White's childhood passion and love of aviation led him to attaining his PPL and it was evident that he wanted to share this passion. His aviation career was in avionics, developing 'blind landing systems'. He then split from aviation until he moved to the South West where, in 1990, he gained his Private Pilot's Licence at Bodmin airfield. In 1992 he bought an Aeronca aircraft which he still operates as a syndicate with six other members. He formed 'The Aeronca Club', which became a Light Aircraft Association Type Club and that is still going strong under his leadership. Mr White is a committee member of the organisation Youth Education Support.



Thanks to Devon Strut for the details.

Pilot X answers:

1 The first mistake was to surrender a safety margin for the convenience of others.

2 Making a low-altitude climbing turn into the crosswind leg, with insufficient height for recovery in the event of an engine failure.

3 Failure to get the nose down fast enough to maintain flying speed prior to the crash, resulting in loss of control.



IT'S GOT TO BE BETTER THAT THE ONE JUST GONE!!