

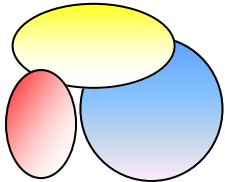


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

May 2021



Next Meeting— Kiev to Odessa by microlight

For our Zoom meeting on 4th May we are joined again by Steve Slade, together with Ed Clapham. In 1988, before the breakup of the Soviet Union, they took part in a surprising international microlight rally from Kiev to Odessa. A chance to peek behind the Iron Curtain!

(May the forth be with us!) at 7.30pm!

Login details will be provided to Strut members by email along with this newsletter .

If non-Bristol Strut members wish to join us we'll be pleased to see you so please contact our Treasurer and Zoom host Neville Parton in advance at: treasurer@bristolstrut.uk and he will send you joining instructions.



Last Month's Meeting— RAF Voyager

Our speaker was Geoff Simpson, MoD Chief Engineer for the RAF's Airbus A330 Voyager. Under a PFI programme, the Air Tanker consortium provides and supports 14 A330s, some of them civil-registered and used in commercial operations but with the "Surge" capability of being converted quickly to the military role. Procurement was complex, with several steps involving certification to both military and civil standards.

In RAF service the Voyager fulfils the roles of personnel and freight transport and tanking, the latter role achieved using the standard aircraft wing tanks so that the passenger/freight role is still available. Geoff described the procurement process and the operation of the aircraft, including videos of air-to-air refuelling..

Alan George has been doing some research following last month's meeting and has send us the following link:

<https://simpleflying.com/airbus-a330-canadian-government-jet/>

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Picture Quiz

Last month:

Yet another comparison of technology then and now. The Otto Celera 500L is designed for high-efficiency, low drag flight through laminar flow round its fish-shaped fuselage. But go back over 70 years, and here is a similar configuration.

What is it and who, unusually, were its spirited backers?



Pete White was the first to reply with:

Planet Satellite

Financing for the Satellite was equally novel with a partnership established with the Distillers Company Ltd. (makers of Gordon's Gin and Black Label Whisky) wherein the Planet Aircraft Company operated as a subsidiary of a liquor company.

Built in the Robinson Redwing factory at Croydon, Purley Way, Surrey in 1947, the first prototype was taken to Redhill in 1948. The sleek light aircraft appeared at the S.B.A.C show at Farnborough in September 1948 and received the registration G-ALOI in April 1949.

Alan George says:

The Picture Quiz was back to aeroplanes again so piqued my interest and it took a lot of finding on the interweb. The aeroplane was a Planet Satellite from Blackbushe around 1949. Lovely looking and technically advanced but unfortunately not strong enough. Wikipedia tells me it was financed by the Distillers Company who make Gordon's Gin and other booze.

For this month:

Given that this month's talk is on microlights, here's one to identify. Forward swept wings - how advanced! Biplane - how retro! Not too difficult, I hope; we did have a Dawn-to-Dusk talk a few years ago involving one of these.



CAA ETC UPDATES

Electronic Conspicuity Funding

There's still some money left! The CAA has extended the Electronic Conspicuity equipment rebate scheme until 30 September (or the funding runs out) - see [here](#)

LAA Comments on Ofcom Licence Terms

For aircraft owners holding a radio licence for your aircraft who are confused by the recent proposed change to licensing conditions from Ofcom, see the LAA's latest statement [here](#).

Lockable Gascolator Fuel Drain Valves

The CAA has updated recommendations on lockable gascolator fuel drain valves: see [Safety Notice 2021/005](#)

Revalidating Class Ratings

New ORS4s [1484](#) and [1485](#) have been issued which extend until 31 July the terms of ORS4 1416 and 1418 which offered alternative methods of revalidating class ratings where the full hours/take-off/landing requirements have not been met. Unfortunately, like ORS 1416 and 1418, these extensions **do not extend the validity period of the class ratings, just the means for achieving revalidation within that validity period**, a point not always understood.

Pilot Medical Declaratios

The CAA has issued exemptions ORS4 No. 1486 and ORS4 No.1487 clarifying the application of a Pilot Medical Declaration for aircraft under 2000kg even when the pilot may have certain disqualifying conditions which prevent the holding of a normal medical certificate. Please read in full if you wish to use a PMD.

CAA Customer Portal

In last month's Newsletter we gave details about registering on the CAA Customer Portal as a necessary first step in arranging an aerospace medical. *Note that the Portal can also be used to make or cancel a Pilot Medical Declaration:*

1. Register on the Portal as described last month, including applying for the Medical service - that process takes a couple or so weeks,
2. Once your registration has been acknowledged, login, select Your Services/Medical and respond to the phone code sent to you. Then select 'Answer' against Pilot Medical Declaration, 'Accept' and select the licence types (for as many licences as you have), 'Next', and finally choose whether you are declaring or cancelling a PMD. At the end of this you get a confirmatory email, and can always log in to the Portal to see your declaration, unlike the previous process.

PROJECT PEGASUS

Hi Everyone,

The police would like our help to relaunch Project Pegasus which has been an ongoing project. We all need to be on the look-out for nefarious activity on and around our landing grounds and to report any suspicious activity to the police.

Would you please pass this on to your members and freely use the posters attached in your news letters and flying clubs. If you see anything even remotely suspicious please do not hesitate to let the police know. An apparently insignificant event may actually be the vital part of the missing jigsaw in solving a crime or preventing an act of terrorism. As far as I am aware, there have been no recent Rotax 912 thefts but the crooks are still out there and ready to steal your engine at any time, so please keep an eye open. With regard to terrorism, the current mainland National Threat Level is still 'Substantial.' It is incumbent upon us all to look out for each other by looking out for the bad guys.

<https://www.gov.uk/government/publications/report-suspicious-behaviour-at-small-airfields-project-pegasus/report-suspicious-behaviour-at-a-small-airfield-project-pegasus>

Thanks & Best Regards,

David Millin
LAA.

NB- The PDF poster will be attached to the email sending out this newsletter. (Can't incorporate a PDF!)

VINTAGE MATCHWOOD 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.

Ever since gaining his PPL on an elderly time-served Cessna 150, Pilot X had become fascinated by vintage aircraft. Not surprisingly, they had rarity value and were the door to a fabulous sub-culture: an aviation micro-niche within a corner of GA that is reserved to the cognoscenti. The modern machines simply didn't do it for him. Where were the leather helmet, gauntlets, goggles and fresh air burbling around the head and shoulders on a sunny day; and the steady regular whoosh whoosh whoosh of a wooden prop turning at a stately 1900 rpm?

This vintage combination was much more attractive than the right hand seat of his turbine-powered day/night job, where the autopilot did most of the flying and Pilot X did as he was told by the Captain and the SOP checklists.

So when an ad appeared for a Klemm KL 25, he did not hesitate for an instant. The wooden Klemm had it all: two seats in tandem, an open cockpit, a sailplane-like tapered 13-metre wing and of course -a tailskid. This beautiful piece of woodwork had been built by a top-class craftsman and the varnished wood grain revealed this in nature's artistic detail. The whole thing flew behind a nine-cylinder 45 hp Salmson radial, and looked the part: a work of art. This was the aeroplane in which a chap could arrive with a 600 kg of street cred.

Pilot X lost no time; he contacted a few pals from his flying club and straight way found sufficient support for the formation of a small group to buy and operate the 1928 basic trainer, of which more than 600 were built for flying clubs, some under licence in other countries such as England under the name BA Swallow.

He got in touch with the owner and arranged to fly to the Klemm's home airfield. He had never seen the Klemm up-close before, but from the picture books and internet he knew it to be a classic. The panel was classic too. Some microlights have more instrumentation. To the left of a central large magnetic compass it had an off/on master switch, an altimeter calibrated in metres, a wind-up clock, and to the right a fuel pressure gauge, the fuel gauge calibrated in litres, and a three-way fuel selector tap. Wood and brass everywhere gave it the authentic vintage feel.

Having oogled over the aircraft and logbooks, Pilot X decided the Klemm was just what he needed and rapidly did the deal, of course first spending some time with the owner to familiarise himself with the air conditioning and general handling, before ferrying the Klemm 25 back to its new home. The flight went well, and the group members agreed that X should familiarise them in turn with the aeroplane the next evening after the wind had dropped to the gentle breeze that is always preferable for a first solo.

The following evening, the three co-owners pushed the historic trainer out of the hangar for a careful pre-flight inspection. Then, given their general lack of tailskid handling experience, they towed the historic Klemm to the grass runway hold where X climbed in the front and one pal in the back: hatches, harness, engine warm, mags checked, and they were off in a stately and oh-so-gentle climb. Given the age of the aged low-wing German machine, the ASI in the rear cockpit was calibrated in km/h, while that in the front was in mp/h.

Each of the three co-owners flew the aircraft for a very few minutes in turn. The conditions were ideal, with no other traffic on a nice warm evening. The weather was CAVOK with the evening breeze almost straight down the grass runway 11 runway at 4 kt.

For the fourth flight, Pilot X thought he would give the assembled club members an opportunity to see the Klemm purr past at low-level. He took his seat in the back, with a further co-owner in the front. Shortly after take-off he made a U-turn and then flew back over the airfield at a height of about 150 ft to make a series of full 360° turns and figures of eight. He subsequently reported that in the next turn to the left, the angle of bank had progressively increased and the nose pitched down. He had been unable to reverse the angle of bank, and at a height of about 100 ft the left wing dropped and the Klemm hit the ground, left wing first. Crumple. The engine came to rest several feet from the wooden front fuselage.

Most of the impact energy was absorbed by the structure, which now more resembled matchwood than a vintage aeroplane. There was no fire, and the two occupants were extracted with minor injuries. Fuel escaped from the fractured tanks, resulting in local soil contamination.

If the Klemm had been designed and built 40 years later, it would probably have been classified as a motor glider, now in the EASA -era maybe even be classed a TMG. But in the Roaring Twenties and days of glide approaches then taught to student pilots, the wide wingspan (13 m = 43 ft) and wing section resulted in handling characteristics and performance that were miles away from those of modern trainers where the wing stalls inboard first, not at the tip.

The 43 ft wingspan Klemm handles not unlike a tandem-seat wooden sailplane in which students are taught to fly base leg at increased speed to ensure that, in the final turn, the inner wing is still well above the stall speed.

QUESTIONS

What was X's first mistake?

What was his second mistake?

What was his third mistake?

BUBBLE TROUBLE

Spotted on a noticeboard at an airfield

A trio of pilots debated
Instrumentation and subjects related
There was some confusion
But the final conclusion
Was that mechanical ones were outdated

Tradition would have us believe
A slip-turn indicator we need
But when flying blind
Some pilots now find
They prefer the brand new Dynon Three

It is of course hardly surprising
That we use instruments when flying
For it's surely no fun
In thick cloud with no sun
Without an artificial horizon.

A slip-turn has many disguises
You find them in many different sizes
With a bubble or ball
Doesn't matter at all
As long as it moves and it rises

That the bubble moves was agreed
But the yaw rate changes with speed
So with aerial rotation
There is some inclination
Which is where Mark and John disagreed

When flying you keep you eye on the ball
You turn quick, you pitch and you yaw
But blood pressure rises
Because electronic devises
Don't use a real ball at all

Mr Shute's first name was Neville
His slip-turn was a small spirit level
So when Mark and John cussed
To stop all the fuss
Phil played the advocate's devil

So the moral here is quite plain
Though personal differences remain
We won't get in trouble
If we use the right bubble
When flying our own aeroplane.

MmThe u

Where to go in May?*But only if you feel confident that you are 'now 'up to standard'***Flyer:** Audley End, Bodmin, Easter, Kingsmir, Longside, Shipdham**Light Aviation:** Withdrawn for now due to Covid-19.**And looking ahead to June****Flyer :** Crosland Moor, Eshott, Leicester, Perth, Peterborough Sibson, Sittles**Pilot X answers:***1 What was X's first mistake?*

His first mistake was to execute low-speed manoeuvres over the airfield at low altitude.

2 What was his second mistake?

X had insufficient experience of stall avoidance and recovery in the Klemm.

3 What was his third mistake?

X allowed the inner wing to stall before the outer wing, in a low-altitude turn.



Do put the date of the LAA Rally in your diaries and watch out for the links to be able to book your slot. After last year's necessary cancellation—Let's make this the best year ever!



"You don't have to get dressed up for our Zoom meetings. But you do have to get dressed!"

Hopefully next month will be the last time we will have to meet on Zoom. *Ed*