



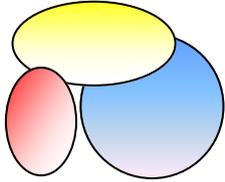
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Brissle Strutter

Newsletter of the LAA Bristol Strut

April 2018



NEXT MEETING – The Aerospace Bristol Museum:

Our next meeting will be on **Tuesday 10th April** and the subject will be the very local Aerospace Bristol Museum. Lindsey Henniker-Heaton will give us some inside information about this new highlight in the aviation world in our vicinity.

We will start to gather together from 7.30 pm and the meeting will start at 7.45 pm in room 7 at our usual venue of BAWA.

We hope to arrange a visit to the museum in due course.

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



LAST MONTH'S MEETING— Grandma Flew Spitfires

We were entertained by John Webster, the Secretary and researcher of the Air Transport Auxiliary Association. He outlined the fascinating history of the ATA, pilots recruited to ferry military aircraft in order to release Service pilots for combat duties. The 1318 men and women pilots of the ATA delivered over 300,000 aircraft of 51 types. John gave us an insight into the tasks that they undertook and the challenges faced, illustrated by his recordings of interviews with members.

Our numbers were swelled by the welcome addition of members of 2442 Squadron ATC from Westbury-on-Trym.

IWM (CH 8945)"



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THAT WORST DAY—RIPPING FUN 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 was used to a bit of rough and tumble at this busy airfield where he was building time as drop pilot with the parachute club. Sometimes, he felt rather like the liftboy at the Empire State Building. The jump master would tell them to 'go' and the Cessna U206G would lurch with the sudden removal of drag from three bodies hanging out from the doorframe, shortly followed by another two. In addition, the Cessna was getting on for 500 kg lighter. Then X would begin a rapid descent, turning away from the colourful mattress-like chutes while keeping an eye on the Ts and Ps, careful to keep the cowling closed and a bit of power on. A fast descent in cold air with insufficient power could crack a cylinder with an engine hot from a max rate climb. But fast descents minimised the Hobbs meter time and that was a priority, because each lift was expensive. Then he would set it up at about 2,000 ft for a straight-in approach and land on the grass airfield numbers, sometimes even before the parachutists had arrived. X wore a parachute himself, just for emergencies of course. As a pilot, he saw no good reason to abandon an aircraft that was still in good working order.

The ab initio students did their jumps with a static line to deploy the chute, so came down a lot more slowly and sometimes even landed off the airfield if the instructor has made a bad estimate of the wind. "Yes", thought X who was himself an instructor, "even they make mistakes."

The six-place Cessna had been stripped of the co-pilot's seat and the right centre seat so that jumpers could make for the door and exit with their usual mystifying keenness to feel the wind on their faces; the absent co-pilot seat allowed one jumper to sit on the floor, back to the engine. The main door on the right hand side of the six-place Cessna had been replaced by a curtain that was pulled down and secured for the climb to reduce turbulence around the tailplane and provide a measure of safety for those in the back. It gave a slightly better rate of climb and kept the meatballs inside on the way up. Having reached the drop altitude, the pilot would set up an approach to the airfield and tell the ground he was running in for a drop in two minutes. The jumpmaster asked for minor heading corrections using left/right push buttons to operate indicator lights on the instrument panel. During the last stages of the full-power run-in, the jumpmaster opened the curtain and the first group of jumpers assembled in the doorway with their feet on the outside step and hands on the doorframe. A moment or two before the jump, the pilot cut the power and the jumpmaster shouted the command: GO!

Today, Pilot X's next lift would be for two free-fall jumpers, and a tandem jump for an instructor and young woman thrill-seeker. Once more, with the usual routine Pilot X landed on the numbers and taxied to the load point with the engine running as the jumpers piled in; a parachute club member shouted in X's ear that there was to be a non-jumping passenger who would sit on the floor at the co-pilot's station, but wearing a parachute and reserve, of course. This passenger was the father of the tandem passenger, and wanted to witness his daughter's emergence from the aeroplane and initial descent.

It was a lovely day and they taxied to the threshold with the smell of new-mown hay wafting through the curtain. Moments later, they were bumping along the grass and gaining speed, the regular jumpers wearing their usual lack of concern with goggles and Go-Pro helmets. Away from the airfield, it was time to start a 'final final' check that all the harnesses were as they should be: "You check my back and I'll check yours".

Twenty minutes later they were approaching the drop altitude of FL 130 amsl and X set it up for the run-in. The Cessna ran on rails, with the jumpmaster hardly calling for any corrections. Two jumpers assembled near the cargo door and opened the curtain ready for the exit. When they were poised and ready, the jumpmaster shouted GO! Out they went and moments later disappeared from view closely followed by the tandem, with colourful chute panels soon brightening the sky.

X pulled down the cargo door curtain leaving a small gap at the bottom, to begin the descent. The passenger then started to make his way to the rear to observe the jumpers' descent about a half a mile away. But X wanted the passenger up front and motioned him to get back to his original position. But too late: there was a bang and suddenly the passenger was no longer there; and the Cessna was making unusual turbulent sounds.

He was still flying, so what else could X do except call Pan Pan Pan and make his usual immaculate landing, after which he shut down to find out *WIIH?* The immediate evidence before his eyes was a severely damaged right hand fuselage sidewall, aft of the cargo door. Eagle eyes on the ground had spotted a parachutist coming down a couple of miles away, so a car was sent off to investigate. The high-level jumpers had landed without incident on the airfield.

So what had happened? During the descent, the passenger's emergency chute was opened by the automatic activation device (AAD) and had been sucked through the gap between the curtain and the cargo floor, dragging him out of the aircraft. During this exit, his neck and shoulder had burst through the fuselage sidewall, causing severe injuries to head, neck and legs.

The passenger had not been briefed on parachute deployment or landing technique; the handles on both the main and emergency chutes had not been displaced.

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

PICTURE QUIZ

Last month's picture puzzle . Trevor asked what is the aircraft?

The answer is: **Fairey (or Blackburn) Barracuda torpedo dive bomber**. Also built by Blackburn, Boulton Paul and Westlands. Introduced as a replacement for the Fairey Swordfish and Albacore

Correct replies came in from: Neil Wilson (Chairman and editor of the Wessex Strut newsletter); Phil Matthews; Alan George (who also identified the aircraft behind it as a de Havilland Mosquito.) and Stewart Jackson



So, for this month's challenge -what is this aircraft?



ALL-PARTY PARLIMENTARY GROUP (APPG)

Planning Policy Changes

From the *Flyer* Forum:

<https://www.flyer.co.uk/pilots-urged-to-back-planning-policy-changes/>

"Pilots and anyone interested in keeping a strong network of General Aviation airfields around the UK are being urged to respond to the latest government consultation on planning policy. The All-Party Parliamentary Group (APPG) on General Aviation is calling on everyone who wants to see a thriving UK General Aviation sector to respond en-masse to the National Planning Policy Framework (NPPF) consultation by proposing four further small amendments. The APPG says these minor tweaks are "absolutely essential" to protect and enhance the UK's General Aviation sector, which is worth £3bn to the economy, directly employs 38,000 people in high-tech jobs and forms the basis of the far wider £60bn+ aviation sector.

The APPG is asking all parts of the General Aviation community to back the proposed amendments by visiting www.generalaviationappg.uk/nppf today. The whole process takes less than 60-seconds, but could keep General Aviation vibrant for future generations.

GDPR AND YOU!

All members have been sent emails by Steve Pemberton, our membership Secretary, regarding the General Data Protection Regulation.

The Strut has no option but to comply with this. To date over a third of our members have already responded as requested. Excellent!

For those who have not yet done so, please read the information Steve has sent and reply as soon as possible."

NB: If you don't respond to Steve you will not receive your monthly newsletter from May onwards! Ed

EDWIN SHACKLETON

Some members may remember Edwin Shackleton, an Honorary Bristol Strut Member, who is the holder of The Guinness Book of Records for the 'Most Aircraft flown in as a Passenger'. Edwin also contributed to our newsletter many articles about his exploits achieving this record. We have received an e-mail from his daughter giving us an update on Edwin. This is printed on the following page:

Dear Mary

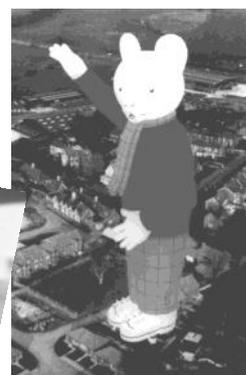
I hope that you don't mind me contacting you about my Dad, Edwin Shackleton, who I'm sure you know as a long time member of the Bristol Strut and about his lifetime passion for aircraft and flying. What you and other members may not know is that Dad has been diagnosed with Alzheimer's Disease. He is still living at home, with the help of daily carers at lunchtimes, but his memory is very poor. It has particularly saddened our family that he cannot remember many of his aeronautical adventures or even name aircraft types, or birds, his other passion. Because of this my husband and I have decided to do a sponsored walk in September in aid of the Alzheimers Society to help raise funds for them. I don't know if it's appropriate but I wondered if it would be possible to include an item in your newsletter about him and a link to our Just Giving page. <https://www.justgiving.com/fundraising/juliejones2018>

His total as of February 2015 is 879 aircraft types, but he has not added any since then.

FLYING INTO THE RECORD BOOK



The Guinness Book of Records accepted, in 1990, Edwin Shackleton's claim to be 'most experienced passenger' for having flown in most types of aircraft. This record remains current.



Edwin Shackleton had his first flight experience in a DH Dominie from Ipswich Airport in March 1943 as a 16 year old ATC Cadet. He was to fly in such types as the Hudson, Ventura, Beaufort, Martinet and Fortress in the next couple of years, little realising what lay ahead in the aviation field. A brief spell at Miles Aircraft and two years Royal Air Force National Service was followed by the start of a career at Filton with Bristol Aeroplane Company – retiring some 38 years later as a Structural Test Engineer with British Aerospace in 1987.

Edwin has been an aviation enthusiast since Spotters Club days of WW2 and although a regular air display visitor for many years, he did not become actively concerned until 1973 when he joined the IAT team for the first Greenham Common air show. He also helped to organise the four Avon Air Days at Weston-super-Mare in the early 70s. Edwin took on the commentators role for the first Popular Flying Association Fly-In at Henstridge when the Wessex Strut was formed and this developed into a regular slot at the Badminton Air Days since 1981. He has been a regular writer/contributor for various aircraft magazines and publications.

Looking back through his flying log, his first civil aircraft trip was in an Airspeed Courier, long since broken up, and then there was the Bristol Sycamore helicopter flight with his wife on the BEA service from Southampton to Northolt. His first commercial airliner was the Caravelle, and the list now includes past and present machines from DH Dove to Concorde. Some earlier highlights were a demonstration flight of an Islander from and back to the deck of HMS Hermes, flying in the Goodyear Airship and the last of the big flying boats, a Short Sandringham flown by the late Charles Blair.

Over 30 lighter than air flights have included the bizarre Cameron D96 hot air airship, the Ballonfabrik K630 hydrogen balloon flown by two Dutch ladies and an amazing one hour flight from

the 1987 Bristol Balloon Fiesta in the Cameron N850 balloon carrying a record breaking 45 people aboard. First of several special shape balloons was the wonderful Rupert Bear.

Glider flights have included both winch launching and aerial tows and, while not exceeding an hour's endurance, have included two dozen different types.

Microlights have also provided numerous different types with both flex wing and also the 3-axis control, rigid wing machines.

Helicopter flights are by no means prolific, but over 50 different machines are on Edwin's list ranging from the Rotorway Exec to the much larger Super Frelon – and even seven autogyros.

Many exotic WW2 aircraft remain airworthy and Edwin has been fortunate to fly in such types as Swordfish, Lysander, Junkers Ju52, Mustang, B29 Superfortress, P38 Lightning, Helldiver and Marauder. The highlight must, however, be the two-seat Spitfire that was rebuilt by the late Nick Grace.

Military jets have included Meteor, Vampire, Canberra, Jet Provost, Gnat, Hunter and the Czech Delfin and Albatross jet trainers.

More recent highlights have included the C-121 Constellation and C-54 Skymaster that flew from the USA for the Berlin Airlift 50th Anniversary, Avro Avian which Lang Kidby flew solo to Australia to commemorate Bert Hinklers 1929 flight, the Vickers Vimy replica, veteran of the recent UK–Australia and UK–South Africa flights and the new Zeppelin airship.

And what of the future? Edwin would like to catch up on some of those elusive older types while keeping an opportunists eye on the different types of aircraft which are constantly appearing on the world aviation scene. Edwin has now flown in 879 different types of aircraft.

DRONES

At the 2017 LAA Rally I was intrigued to encounter a stand which promoted the concept of "Share the Air" between General Aviation and drone operations. I was even more surprised to discover that it was sponsored by the CAA.

Last November, Compton Abbas hosted a day which sought to bring together these seemingly disparate groups. As responsible pilots the subject of drones will almost certainly have you, at the very least, wondering why the CAA should be trying to develop cooperation between pilots and drone operators. Put simply, and in my opinion, they have accepted the existence of drones and are trying to reduce the risks.

Some drone operators have certainly done themselves no favours. A quick search of YouTube will find many examples of irresponsible behaviour. One instance is a drone reportedly flown to over 12,000 feet in Turkish airspace. At such an altitude and above cloud, the operator is unlikely to have considered controlled airspace. The drone was out of sight and must have posed a very real threat to aircraft operations. I find myself comparing this to the culpability of those criminals who shine lasers at aircraft.

Before we all clamour to complain about drone operations, however, consider the conduct of some pilots. Many of us will have witnessed poor airmanship especially when in the airfield circuit. We will also be aware of the many airspace "busts" and infringements of Red Arrows displays. GA pilots are not perfect.

In the United Kingdom, drone operators must comply with the Drone Code which requires that the drone:

- Remains in visual range of the operator
- Stays below 400 feet/120 meters (AGL)
- Remains clear of people and buildings by 150 feet/50 meters
- Remains clear of built up areas and crowds by 500 feet/150 meters
- Complies with the manufacturer's instructions

Only specially qualified commercial drone operators can conduct flights outside these constraints. It is also important to note that other countries have subtly different rules.

It is entirely possible for a light aircraft to encounter a drone. An aircraft must, of course, operate above 500 feet AGL unless actually taking off or landing. That immediately means that drones and light aircraft may come within 100 feet vertically (assuming both know their height above ground). Light aircraft are not equipped to know height above ground level. Most drones, however, are calibrated to indicate height above take-off. Mine actually restricts my height above take-off to a maximum of 400 feet. At this height, I can only just see it though.

Recent statistics indicate an increase in the potential risk from drones to both light aircraft and commercial operations. In response, the UK Government is reported to be preparing a requirement for drone registration and safety courses. I am a retired private pilot and now an active drone operator. I cannot condone anything which poses needless risk and thus fully support the intentions. Sadly, irresponsible drone operators will fail to comply; just as foolish pilots also do unsafe things.

The authorities are trying hard to ameliorate the risks. Responsible drone operators will be aware that NATS has published an application called Drone Assist. It is available, free of charge, on Apple's App Store and from Google Play. It allows the drone operator, in real time, to be aware of controlled airspace and also sensitive areas such as schools and prisons. Some makers of drones are also trying to minimise the risks. Many modern ones employ software referred to as GeoFencing. If kept up to date, this is intended to prevent operation within controlled airspace.

As a pilot, I have always considered the air we fly in as being a professional environment but shared with recreational pilots. The CAA have now recognised the existence of drones in that same airspace and it is to be hoped that their "Share the Air" initiative will be readily adopted and have a positive effect.

Steve Pemberton

CAA updates

HOT NEWS:

General Aviation pilots will be able to continue to fly EASA aircraft on a national licence after 8 April for a temporary period. Not only that but Medical Declarations can also be used with an EASA licence.

EASA has advised member states that they can issue temporary exemptions, and the UK CAA is about to issue an exemption which will be in place until 7 June 2018. The CAA will receive further details from EASA if this is to be extended.

This mostly affects fixed wing pilots as an EASA helicopter type rating can only be added to a Part-FCL pilot licence and not a UK National licence.

The CAA says that the continued use of UK national pilot licences under this new exemption is restricted to LAPL privileges only. If a pilot wishes to fly an EASA aircraft with PPL privileges then they will need to hold a valid Part-FCL PPL. Pilots towing or flying aerobatics within LAPL privileges may continue to do so.

ORS4 No 1264 now issued: <https://publicapps.caa.co.uk/docs/33/1264.pdf>

Access to Government Aerodromes Aeronautical Information

The CAA has been in dialogue with the Military Aviation Authority (MAA) regarding open access to all users wishing to acquire aeronautical information relating to government aerodromes.

Resulting from these discussions the MAA has now made available for download, free of charge, the latest version of the UK Military Aeronautical Information Publication (AIP).

This can be accessed at: <https://www.aidu.mod.uk/Milflip/index.php>. The information contained within the download also includes Type A charts, where applicable.

English Language Proficiency for pilots

This notification provides clarification to licence holders about the English Language Proficiency assessment process.

Flight Radiotelephony Operator's Licence (FRTOL) holders who have not converted to Part-FCL, new FRTOL applicants and those holding level 4 or 5 Language Proficiency should be aware that they must hold a valid Language Proficiency validation to operate such equipment. If you have any questions about your status please contact your training provider.

Please note that absence of a valid language proficiency assessment invalidates an FRTOL and will delay any subsequent licence request.

ORS 1254

This exemption temporarily allows holders of EASA licences to fly in the UK (subject to certain conditions) on the basis of a medical self-declaration rather than a medical certificate.

<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8310>

Or go straight to the document by clicking on the following link:

<http://publicapps.caa.co.uk/docs/33/ORS4No1254.pdf>

Where to go...

Free Landings for April 2018 in:

Flyer - Goodwood, North Coates, Shipdham, Strathaven, Tarenhill, Wolverhampton

Light Aviation ; Andrewsfield, Brighton, Bodmin, Easter

Wessex Strut 2018 Fly-in

To be held on **Sunday 29th April**.

Aircraft Coverings (Poly Fiber) will be giving fabric covering demonstrations through the day.

Free landing on the day – food (hot/cold and a BBQ) and drink will be available, with the airpark open between 1.00-2.00pm for visitors to look at the aircraft. Please phone Henstridge airfield, 01963 364231, the day before, so that they get an idea of numbers arriving

THAT WORST DAY ANSWERS:

1. X's first mistake was to accept a non-pre-announced passenger with the engine running on the ground, and without thorough prior briefing.
2. X's second mistake was to allow the passenger to occupy a position where he could not be strapped to a seat, well clear of the door.
3. X's third mistake was not to completely close the curtain. Once released from its pack by the AAD, the reserve chute dragged the passenger out of the aircraft .