



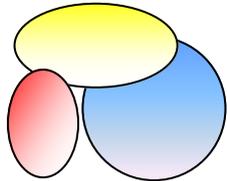
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Brissle Strutter

Newsletter of the LAA Bristol Strut

April 2019



Next Meeting — “The Servicing Commandos”!

This month’s meeting will be on **Tuesday 2nd April** .

Our speaker will be new member **Neville Parton** whose subject is “*The Servicing Commandos of the RAF*”.

If you haven’t heard of them, now’s the chance to learn - and we may see some rare film footage



We start to gather at 7.30 and the meeting starts at 7.45.

Directions to BAWA are available on our website www.bristol-wing.co.uk

HALF MIL CHARTS AT REDUCED PRICE

A reminder that if you have ordered the new half mil chart via Dave Hall he will require **cash payment of £13.50** to reimburse him. Please bring it along to the meeting on Tuesday. If by any chance you will not be there please either contact Dave on dave@hallvw.clara.co.uk or Mary who will try to arrange delivery.

Last Month’s Speaker

Frank Bond started our double bill with his film about the origins and development of Zeppelins, framed around a conversation with his grandson about a collection of Zeppelin memorabilia from WW1. He took the theme through to his flight in a modern Zeppelin.

Capt Mike Laundry, Chief Pilot Southwest England Area for the UK Civil Air Patrol charity, described the work of UK CAP. Trained volunteer pilots and observers make flights in support of civil authorities for purposes such as searches for missing persons or those stranded by heavy snow or flood, aerial photos of floods, coastal erosion, etc. Activities in the Southwest are largely focussed in Somerset and Dorset, but he has the objective of providing a service in Cornwall, Devon and Wiltshire.

If you want to know more about UKCAP go to www.ukcivilairpatrol.co.uk.

To contact Mike Laundry about the Southwest area, obtain his email address from our Chairman.

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Picture Quiz

Last month's picture quiz: Trevor said:

"An easy one - to start with, but it's in 2 parts.

1. This unconventionally-configured British twin jet aircraft was preceded by a glider version. What is it and what was the designation of the glider?
2. The first sentence of 1 above could apply equally to another design. What is it?"



We had a good response to this photo—three correct answers from:

Phil Mathews who said:

I'll go for the Short SB.4 Sherpa, it's gliding cousin being the SB.1 The Sherpa fuselage spent a number years at Gloucester in the care of the Skyfame Aircraft Museum. Think it's with the Ulster Aviation Collection now.

The other 'flying wing' was the Armstrong Whitworth AW52 and the glider AW52G.

Pat Harrison:

1 I think the jet is a Shorts SB4 and the glider version was SB1

2 Armstrong Whitworth AW52 and AW52.

And **Alan George:**

The picture quiz is a Shorts Sherpa and Wikipedia tells me it is an SB4 and there was a glider version SB1.

That reminds me of the Armstrong Whitworth AW52 that was also a glider and then a jet powered tailless aircraft.

This month's picture quiz:

Identify this rather unusual aircraft.
There is one active in the UK. What are its origins?



Where to go...

Free Landings April 2019 in:

Flyer – Bourne Park, Brimpton, North Coates, Shipdam, Sutton Bank, Wolverhampton
Light Aviation—Andrewsfield, Bodmin, Brighton, Kirkbride

Wessex Strut Fly in 28th April A great day out and an opportunity to "MEET THE LAA"

Bodmin Airfield Ladies Day: 4th May PPR 01208 821419 For further details contact Pete White 07805 805679, pete@aeronca.co.uk

A NOTE FOR YOUR DIARY

Amended Date: Please note that the date published in last month's newsletter for Cornwall Strut Event which was going to be on 7th September is now to be held on **14th September**.

Déjà Vue 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

We all know by now that Pilot X has had his good days and bad days, some unavoidable but others definitely in the other category. Following the recent avoidable short-field landing Base over Apex from which he emerged happily with not much more than a few bruises and a hefty insurance payout, he decided that it was time to reposition his flying activities to an airfield with a generous 1,000 metres of grass and clear approaches. "Not much can go wrong there," I hear you cry.

X is a busy man: he runs a business so set out to identify a suitable side-by-side LAA Permit type to meet his revised requirements and started to trawl through the ads for an aeroplane to meet the spec. Having a business to run, he determined that a new build was out of the question if he was to be up and running within a few weeks. But, although there are always aeroplanes for sale, what do you do if your dream bird is not on the market at the right price and you are in a hurry?

Having found what looked to be a nice little tri-gear all-metal low-wing two-seater for sale in another part of the country, he started to do a bit of research by asking local friends who were also pilots whether they thought the aeroplane in question would be a suitable option. He had got the bit between his teeth, and this was what he needed. And Now!

The trouble was, he didn't like the advice he was getting, which was not to touch this aeroplane with the proverbial barge pole: usually at least 20 ft in length. X spoke to the vendor, who sounded like an honest chap and was selling for the usual good reasons: "lost his medical", or some such.

So X set off on a 300-mile journey to inspect the goods, and liked what he saw: nice panel; shiny finish; good clear canopy. A brief demo flight proved that it flew, and so they agreed a deal. It was a bit of a bargain. The Permit docs were all in order, so the bird was legit and good to go.

A week later X turned up to collect his new steed and fly it home, but on the way he was running out of daylight and so decided on an intermediate night stop, and resumed the following day.

The following weekend, he decided that the time had come to put in some time on the new toy and planned a 200-mile trip to visit family. He was a bit concerned that the comfortable cruise speed was about 15 kt slower than the book value and decided that before returning home, he would drop in on the UK agent for the aeroplane and seek advice: "Would you mind giving it the once over?"

The agent, also an LAA Inspector, immediately smelt the bad odour and crawled under to inspect the landing gear. He emerged a few moments later to declare his concern. The landing gear was unsafe; this aeroplane had been 'cut and shut'. And the agent knew the history, because he had been asked to supply spare parts for repair involving a heavy insurance claim to this and one other aeroplane of

almost the same type.

The vendor and a friend had owned two kit-built aeroplanes of the same type – almost. Aeroplane B now 'enjoyed' by Pilot X, had suffered a 'landing inversion' and had been repaired, using the thicker slow wing from Aeroplane A. The latter had been retrofitted with a new, faster, thinner wing, and was now poling around the sky 15 kt faster than Aeroplane B.

Pilot X asked the agent if he would be prepared to test fly his purchase. Having seen the 'repair' to the main landing gear, the agent refused point blank: bad welds; incorrect geometry; non-standard parts; dodgy tyres; wobbly nose gear; and more besides. Pilot X was crestfallen, but decided to face reality and ask the agent to rectify the situation, for a price, of course. X took the train home, and reflected on the initial advice he had been given by his local pilot friends, who after a quick look at the published accident reports had realised that this all-metal two-seater was a potential spam can of worms.

The bill was substantial, new this, new that, new the other, three-blade prop, tyres, main landing gear legs and so on. X got his 'plane back a month later, but it was naturally no faster than when he had surrendered it to the agent for rectification. No help from the insurers either; there had been no accident. And the vendor? Well, X had bought his spam can 'strictly as seen', and it had been a bit of a bargain; he had not taken along his own LAA inspector to check the bird over, but trusted on his own judgement. Big mistake. Like Joseph Stalin was wont to say: "Trust is good, but checking up is better."

It would be nice to report that every cloud has a silver lining, but some have a dollop of lead. A couple of weeks later X headed off from his West Country base to an airfield in the Midlands and being a taildragger pilot by nature, did a perfect approach which dug the tri-gear aeroplane's spring tailskid into the turf, causing the rudder to plough a furrow and bending the metalwork at the rear end. Of course, X's immediate reaction was to push the stick forward: and yes, you've guessed. The longitudinal furrow was replaced by helical grooves from the tips of a three-bladed prop....

Déjà vue? If you Google Gerard Hoffnung's 'Bricklayer's Lament', you will see exactly what I mean.

Questions:

- 1) What was X's first and cardinal mistake?
- 2) What should X have done prior to purchase?
- 3) What should X have done before venturing off in a new type?

LAA COURSES

At the time of publication the following course **has one place** still available:

AIR to GROUND RADIO OPERATOR'S COURSE (Radio Operator's Certificate of Competence)

Places are available on an air-to-ground radio operator's course being offered at Popham Airfield, Coxford Down, Nr. Winchester, SO21 3BD. The course, hosted by experienced controller, CAA examiner and LAA member Chris Thompson, will provide both the theoretical and practical training required to sit the examinations for the CAA Radio Operator's Certificate of Competence (ROCC) qualification required by operators of ground based radio equipment at flying sites and events where an air-to-ground radio service is provided.

The course is in two parts. Day One is made up of the core training and radio procedures practice on simulated ground-to-air communications, leading to practice for the written and practical examination. Day TWO will consist of the CAA written and practical examinations which will allow candidates to directly apply for the CAA ROCC Certificate.

Landing fees will be waived for those attending the course and flying in.

Please contact LAA HQ to book your place. The first day of the course will start at 09:30. The second (Exam Day) timings will be mutually decided amongst the candidates at the time.

Tutor: Chris Thompson

Date: 13th and 14th April 2019

Times: Arrival 9.00 am for a 9.20 am start. Finish : 5.00pm (approx)

Cost: The cost of the course is £165 for LAA Members and £185.00 for Non-Members. (Please note an additional fee of £37 is payable to the CAA for the ROCC certificate).

GOOD NEWS!!

Flyer magazine reports that Defence Minister Tobias Elwood MP confirmed to the House of Commons that airstrips at RM Condor, RM Chivenor and MoD Woodbridge would all be retained permanently. Three other airfields have been given a temporary reprieve. RAF Henlow has had its decommissioning delayed until 2023, while RAF Halton and RAF Colerne have been saved until at least 2025.

The turnaround follows concerns about the speed and scale of airfield closures which were raised by the All-Party Parliamentary Group on General Aviation and defence ministers. Chair of the APPG-GA's Airfields Working Group, Luke Pollard MP, said: *"It is fantastic news these historic military airfields are remaining open into the future. The sites are all the perfect habitat for light aviation and would make valuable additions to the national strategic network of airfields. The Government needs to seize this opportunity. The MoD stands to benefit from relaxing civilian flying rules at these airfields. Not only would the runways see greater use, but it could provide a valuable new revenue stream in this era of ever tightening defence budgets."*

CAA CAP 393 THE ANO

The fifth edition, amendment 13 March 2019 of [CAP 393 The Air Navigation Order 2016 and Regulations](#) has been published.

The link to the full 432 page document is:

http://publicapps.caa.co.uk/docs/33/CAP393_Fifth_edition_Amendment_13_March_2019.pdf

NOTE:

Amendments to the Air Navigation Order are shown as explained in para 1.4 of the foreword

1.4 Amendments to the Air Navigation Order are shown as follows:

- a) deleted text is shown by square brackets;
- b) new text, including substituted text, is shown by underlining and (in the case of Schedule 13 – offences) by bold font.

In each case the amendment has a footnote indicating when the amendment was made. All amendments are currently in force apart from those highlighted yellow (to Article 23 and new articles 94D and E) which come into force on 30 November 2019

CAA PUBLICATIONS

CAA Publication Notification Service:- Requirement to Hold a Part-FCL Light Aircraft Pilot Licence ("LAPL") when Acting as Pilot-in-Command of a United Kingdom Registered Aircraft with an EASA Certificate of Airworthiness or EASA Permit to Fly within the Privileges of the LAPL

General Exemption: In respect of the requirement for holders of appropriate pilot licences issued under Article 152 of the Air Navigation Order 2016 (ANO) to act as pilot of a UK registered EASA aeroplane or helicopter or TMG within the privileges of the Part-FCL LAPL without holding a Part-FCL LAPL.

From the flyer forum: *The UK CAA has extended the exemption which allows pilots with non-EASA licences and ratings to fly G-reg EASA aircraft in UK airspace until 7 April 2020.*

To view this document click on the following link: <http://publicapps.caa.co.uk/docs/33/ORS4No1293.pdf>

SN-2019/003: Non-EASA General Aviation Aircraft Safety Harness Integrity

The purpose of this Safety Notice is to improve on the guidance already promulgated in SN2018/005 as a result of more liaison with industry experts. The aim is to provide a greater definition of variables that affect harness integrity to aid in inspection by authorised engineers/inspectors.

<http://publicapps.caa.co.uk/docs/33/SafetyNotice2019003.pdf>

A couple of significant quotes from the publication:

However, the AAIB report of the accident involving Yak 52 G-YAKB in 2016 identified that the failure of the aircraft's lap and shoulder harnesses could have contributed to the severity of injuries incurred by both occupants during the unsuccessful forced landing. In this case, the lap and shoulder harnesses had been in service longer than originally intended by the aircraft manufacturer. The harnesses exhibited significant ultraviolet fading and discolouration, and the analysis showed that the harness strength had degraded by as much as 50%, and possibly more

The age of the harness should be considered, regardless of the environment. Anecdotal evidence has shown that even in good storage conditions without even being installed on an aircraft, there can be a degradation in strength over time: (b)(1) A set of good quality Nylon harnesses that had been stored in good conditions (dry and appropriately packaged and not exposed to sunlight) showed an approximate 12% reduction in total breaking strength over 12 years, despite not ever having been installed. (b)(2) A harness of the same construction and material installed on an aircraft with low annual hours, very limited UV exposure and stored in a hangar had degraded in strength by 30% over 14.5 years. The external condition appeared to be 'as new'.

PILOT X ANSWERS

- 1) If you don't want the answer, don't ask the question.
- 2) In addition to accident research, X should have had the aircraft surveyed by an independent inspector familiar with the type.
- 3) X should have booked dual time with an LAA Coach.