

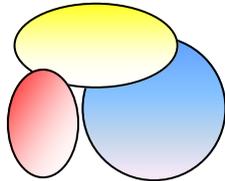


www.bristol-wing.co.uk



Brissle Strutter

Newsletter of the LAA Bristol Strut



December 2018

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Next Meeting — Quiz Evening

Our next meeting will be held at 7.45 pm on **Tuesday 4th December** in **Room 7**.

This will be our Annual Quiz Evening when Alan will tax our brains about anything aviation related. Here's what Alan has to say:

Much of this year's quiz is left over from last year as we spent a lot of the time 'discussing' the answers to the aerodynamics questions and watching the film of Filton from 1962. So one round is based on the talk Darren Lewington gave us last year about Gloucestershire Airport or Staverton. I think since BAC is now based there they should have learnt something about the place.

The film was about a high speed Bristol research aircraft so one aircraft recognition round is about the aircraft that are now in a collection not too far to the North. Actually Trevor will probably walk that round as he would have worked with many of them. So the identification will have to be accurate to get the points.

There is an aircraft technical round, I think the subject has been done to death now so it was difficult thinking up some new angles. I look forward to the 'discussion' again because as ever there is no one right answer. The traditional first picture round is also aircraft recognition and appears to be straightforward. But beware as there are some trick questions, all is not as it appears at first, hence the title 'What is it called, again'.

With some trivia questions to be more relaxed about that completes the 2018 quiz. As I have now been compiling it for 5 years inspiration has been hard to come by this year. So I would welcome any suggestions for future rounds.

Traditionally we bring along a few nibbles to share around. Let's try to get a good number of us there to form a few teams and have plenty of friendly rivalry!

The wearing of Christmas jumpers optional.....

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

Last Meeting — Isaacs Spitfire

Alan James, a self-confessed aeromodeller on a grand scale, took us through the construction of his award-winning Isaacs Spitfire.

An already-established aircraft builder with his Pietenpol Air Camper G-BUCO, and maker of propellers, he demonstrated his love of working with wood in this, the only one of its kind to be completed since the prototype flew in 1975.

He is also enthusiastic about flying what he builds, with a considerable number of people having flown with him in 'CO. He is now rebuilding a Jodel D120; look for it next year!

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Picture Quiz

Last month's puzzle was from Graham who sent in this photo to be named with the following questions:

Can you identify the aircraft from this historic flight deck image?

Can you name one of its previous owners?

Clue: This aircraft is still flying!

The answer:

It is in fact the Lockheed used regularly by President Eisenhower.

Graham photographed it on a visit to Arizona in 2012, since when it has been gone over and given a Permit to Fly and flown to another location for full overhaul/rebuild to flying condition. The only Air Force One in private ownership, though it was not called that when used by Ike.

Trevor was the only person to send in his answer, L749 Constellation which was of course correct. A few readers knew the answer but didn't reply to the editor.



This month, as a change from the usual aircraft identification here's a picture just asking for a caption!

Come along to the quiz evening with your suggestions or send them in to the editorial e-mail address and the editor's favourites will be published next month.

**When a flight is proceeding
incredibly well,
something was forgotten.**

Robert Livingston

He's making a list,

He's checking it twice,

He's gonna find out who's naughty or nice

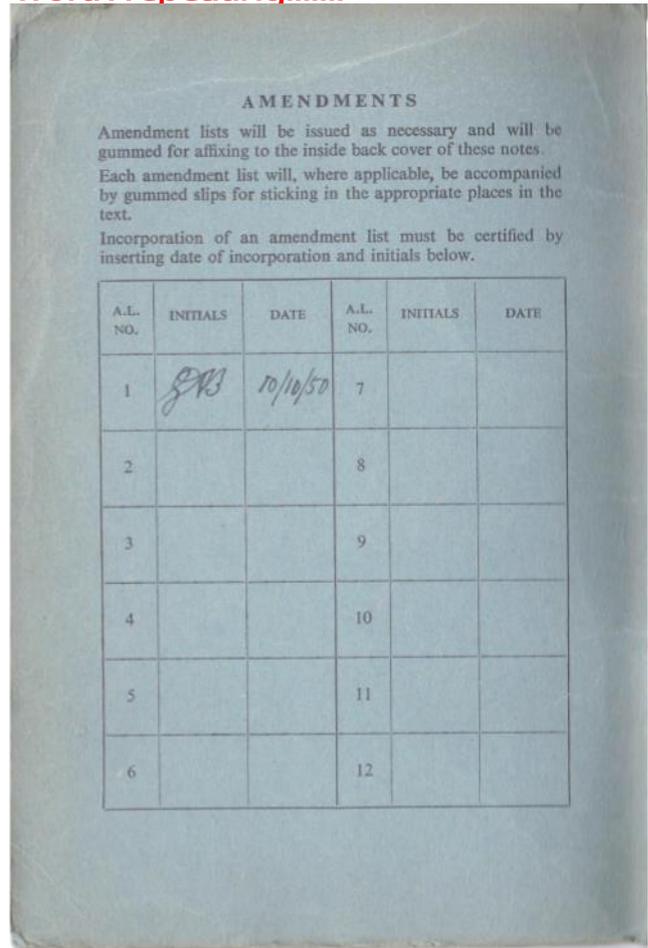
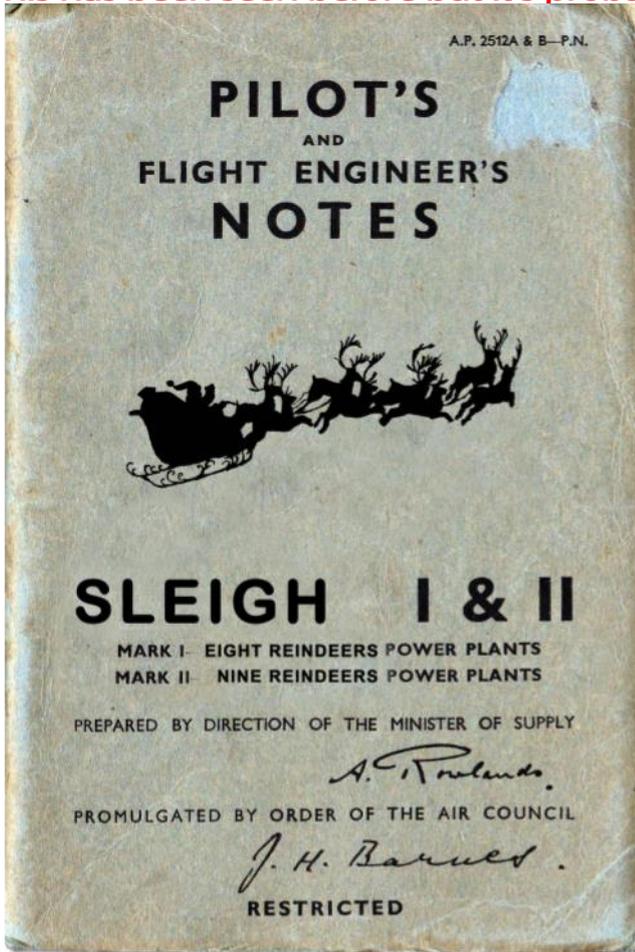
Santa Claus is in contravention of the Data Protection Act (1998)

CHIRP (:Confidential Human factors Incident Reporting Programme)

There are some thoughtful items in the latest edition:

[https://www.chirp.co.uk/upload/docs/General%20Aviation/GAFB%20Edition%2078%20-%20November%202018%20\(Electronic\).pdf](https://www.chirp.co.uk/upload/docs/General%20Aviation/GAFB%20Edition%2078%20-%20November%202018%20(Electronic).pdf)

This has been seen before but it's probably worth repeating.....



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NOTES TO USERS

THIS publication is divided into six parts: Descriptive, Handling, Operating Data, Emergencies, Supplementary Notes for Flight Engineer, and Illustrations. Part I gives only a brief description of the controls with which the pilot should be acquainted.

These Notes are complementary to A.P. 2095 Pilot's Notes General and assume a thorough knowledge of its contents. All pilots and flight engineers should be in possession of a copy of A.P. 2095 (see A.M.O. A93/43).

Words in capital letters indicate the actual markings on the controls concerned.

Additional copies may be obtained by the Station Publications Officer by application on Form 294A, in duplicate, to Command headquarters for onward transmission to A.P.F.S., 81 Fulham Road, S.W.3 (see A.M.O. A1114/44). The number of this publication must be quoted in full—A.P. 2847A & B—P.N.

Comments and suggestions should be forwarded through the usual channels to the Air Ministry (D.T.F.).



Air Ministry A.P. 2512A & B—P.N. *June 1947 Pilot's Notes*

SLEIGH I & II

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Air Ministry A.P. 2512A & B—P.N. *June 1947 Pilot's Notes*

PART I

DESCRIPTIVE

INTRODUCTION

Santa Sleigh Mk.I and II are eight or nine engines transport aircraft, powered by magic reindeer engines. The Mk.II version allows extended all weather operations.

FUEL SYSTEM

Mk.I version is equipped with 8 fuel independent fuel tanks, connected each one to one engine. Particular care must be taken during refueling in order to guarantee equal tank filling for each engine. Not following this procedure can have catastrophic consequences including loss of engine during take-off or cruise and weight and balance problems.

AIRCRAFT CONTROL

The flying controls are conventional. Each rudder pedal may be adjusted for reach during flight by depressing the lever on the outboard side of it.

An automatic pilot is available. Heading entry is based on detection of ground beacons signal "I have been nice". For operation see A.P. 2095 Part III, Note C. The engaging lever is on the bottom left-hand face of the control pedestal, but before the gyropilot can be engaged the milk shut-off valve on the hydraulic control panel must be ON. The automatic pilot oil-pressure gauge is mounted on the lower right centre of the instrument panel; normal operating pressure is 120 lb./sq. in.

Air Ministry A.P. 2512A & B—P.N. *June 1947 Pilot's Notes*

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ANNEXE I: DRAWINGS

ANNEXE II: ENGINES DATA

Air Ministry A.P. 2512A & B—P.N. *June 1947 Pilot's Notes*

ENGINE CONTROLS

Engines are voice controlled. No automatic boost control is fitted and care must be taken to avoid over-boosting on take-off and at all times in flight

Air Ministry A.P. 2512A & B—P.N. June 1947 Pilot's Notes

PART II

HANDLING**Pre-flight checklist**

- 1 – Reindeer Full
- 2 – Check weather report
- 3 – (Mk. II only) Rudolph's nose pre heating
- 4 – Inspect reindeer hooves
- 5 – Check loading done by Elves
- 6 – Sleigh logbook and license on board and valid
- 7 – Kiss Mrs Claus good-bye

Starting the engines and warming up

- 1 – Pat on the back for each reindeer
- 2 – Check alignment of engines
- 3 – Call each reindeer by his name
- 4 – Give additional cookie and milk to reindeer during warming up.

Testing the engines and services Particular attention should be paid to engines exhaust. Any suspect leaks must trigger the engine shutdown and replacement.

Take-off Warning –If backfiring is experienced during the take-off run the take-off should, if possible, be abandoned and the air intake shutter examined for damage. To avoid backfiring, do not feed reindeer with beans.

- (i) Align the Sleigh on the runway
- (ii) There is little or no tendency to swing on take-off except in cross wind conditions. This tendency can easily be corrected by slow differential power opening.
- (iii) When comfortably airborne brake the legs and raise the arms
- (iv) Safety speed at full load at full take-off power, flaps up is 105 M.P.H. I.A.S.

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Air Ministry A.P. 2512A & B—P.N. June 1947 Pilot's Notes

Approach and landing

A particular attention should be paid to the last landing of the Christmas night. Weight and Balance are considerably modified and Sleigh handling can be tricky. Last turn before landing should not exceed 30 degrees and no sideslip must be done.

After Landing

Immediate cares must be given to the Reindeer. A particular attention should be paid to hooves. No Elves or ground support should touch them before:

- (i) Grounding the Sleigh in order to avoid electrical sparks
- (ii) Reindeer's hooves temperature is below 140 Fahrenheit.

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Air Ministry A.P. 2512A & B—P.N. June 1947 Pilot's Notes

Climbing

The recommended climbing speed is 120 m.p.h. I.A.S. from ground level to operating height.

General Flying

Stability: The Sleigh is stable about all axes under all conditions of flight

Flying at reduced airspeeds in conditions of poor visibility: Reduce speed to 120 M.P.H. (104kt) I.A.S. in order to delegate navigation to Rudolph. Normal cruise speed can be restored once time control has been delegated.

Stalling

There is little warning of the approach of the stall except for a slight sleigh buffeting which may be felt some 5 m.p.h. before the stall itself. At the stall, the nose drops gently. In all cases recovery is straight-forward and easy.

Diving

Engaging the sleigh in a dive is forbidden under all circumstances. Exceeding the manoeuvring speed with the cargo load can have direct consequences on cargo wrapping and conditions. Children expect to hear reindeer's bells, not a Stuka diving horn.

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Air Ministry A.P. 2512A & B—P.N. June 1947 Pilot's Notes

PART III EMERGENCIES

Engine failure during take-off Eight or nine engines configuration allows a minimum impact of one engine loss during take-off. Power boost can be applied by supplying additional cookies to remaining reindeers.

Engine failure in flight In case of engine failure during flight, a particular attention must be given on the distance remaining and fuel consumption. During extreme weather condition and limited visibility, no automatic landing must be attempted without Rudolph (M.K. II only)

Cargo jettisoning Cargo jettisoning can be attempted only above desert area or oceans. A particular attention must be paid to weight & balance during the procedure. Equivalent mass of Milk and Cookies must be ingested by the pilot during the procedure in order to respect the CG envelop.

Ditching Ditching speed must not exceed 105 M.P.H. Reindeers power must be reduced to the minimum and all cargo must have been previously jettisoned. One time in the water, the Sleigh is designed to float and reindeers should provide necessary power to reach the closest land available

Parachute exits Parachute exit can be done under 120kt I.A.S The free fall position must take in consideration all interferences between the pilot's barb and the opening mechanism (See figure 1)

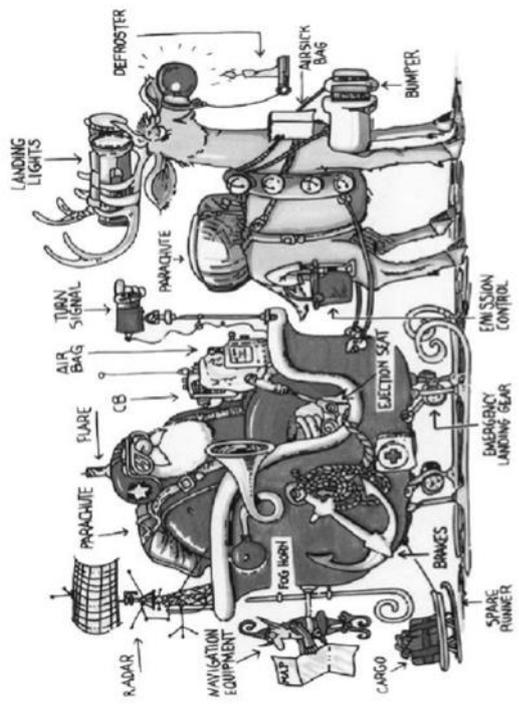


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ANNEXE I : DRAWINGS

ANNEXE II : ENGINES DATA



SLEIGH MK. I

Eight reindeers:

- DASHER
- DANCER
- PRANCER
- VIXEN
- COMET
- CUPID
- DONNER
- BLITZEN

SLEIGH MK. I I

Nine reindeers : Identical to M.K.I with additional RUDOLPH engine.



Figure 2: Engine Cuts-

way

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Where to go...

Free Landings for December 2018 in:

Flyer –Beverley, Blackpool (if 30lt Avgas uploaded), Bourn, Crosland Moor, Henstridge, Shipdam (weekends and Bank Holidays)

Light Aviation—Henstridge, Sherburn-in-Elmet both free with Peterborough Conington (half price), Sandown on Isle of Wight (free bacon bap)

All above closed Christmas Day

Ian Leader Trophy

During the Christmas Quiz evening we will also be counting the anonymous nominations for the Wing Member who will receive the Ian Leader Trophy for **"Services to Bristol Wing"**. Please complete this form and bring it with you to the Quiz Evening on Tuesday 4th December. If you can't join us on Tuesday and still wish to nominate a member please contact Mary or Trevor who will add your vote to those submitted at the meeting.

Nomination form for Ian Leader Trophy

The member I feel most deserving to receive the Ian Leader Trophy for their 'Services to Bristol Wing' during 2018 is:



CAA NEWS and more....

CAP393: The Air Navigation Order has been updated at <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=list&type=search&search=CAP393>

The main change is extensive material on small unmanned aircraft.

CAP1721: has been issued to list in one place all Alternative Means of Compliance approved by the CAA in relation to EASA regulations. It largely concerns medical, licensing and operational matters. <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id>

ADVANCE NOTICE

Compton Abbas airfield will be changing its air/ground radio frequency to 122.710 from **1st January 2019** in line with the 25mhz to 8.33khz.

SAFETYCOM CONVERSION TO 8.33 kHz

From 3 January 2019 Safetycom and other common sporting and recreational assignments used across the UK will transition to 8.33 kHz voice channel spacing.

The new channel number for Safetycom will be 135.480. Depcom will become 122.955.

All pilots and ground stations need to use the correct channel number to ensure effective communications when using these channels.

This change also affects common assignments used for Gliding, Microlights, Parachuting and Hang gliding. CAP1606 includes the full list of these changes at:

[http://publicapps.caa.co.uk/docs/33/CAP%201606%20833kHz%20voice%20channel%20spacing%20in%20the%20UK%20\(v3\).pdf](http://publicapps.caa.co.uk/docs/33/CAP%201606%20833kHz%20voice%20channel%20spacing%20in%20the%20UK%20(v3).pdf)

Further details on 8.33 kHz radios and frequency conversions can be found on the CAA website.

