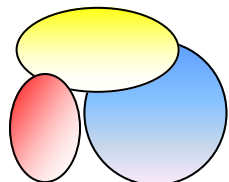




www.bristol-wing.co.uk



Brissle Strutter



Newsletter of the LAA Bristol Strut

February 2018

NEXT MEETING — KEYS DON'T FLOAT

Our next meeting will be on **Tuesday February 6th** and once again **we will be meeting in Room 4** at BAWA to allow for the expected larger number attending. We have a return visit from Capt Bryan Pill of Mission Aviation Fellowship who talked to us two years ago about bush flying. This time his title is "Keys Don't Float!" He will give a short history of Float flying, also the way in which MAF have used floats – drawing on his own experience training in the US and Canada and also flying straight and amphibious floats in Uganda and Bangladesh. Also he will teach us everything we could possibly need to know if we want to be a 'water pilot'. It should be entertaining and of interest to aviators and non-aviators alike.

Photo by Isaac Rogers.



We will start to gather together about 19.30 and the meeting will commence at 19.45.

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

LAST MEETING— Members' Evening

Our January meeting was our usual review of activities of the previous year. Chris Wright updated us on the progress of his Luciole build, including first ground runs.

Philip Green described a one-night visit to La Baule, with an evening meal flight to Belle-Ile.

David Hall showed pictures from a Shuttleworth event, Ken Hodierne described helping with a Build-a-Plane project, and Graham Clark explained how he helped a Latvian Jodel owner.

Our chairman covered G-DENS's activities over the year including a trip to Amiens and St Omer and an unwanted landing at Colerne and subsequent retrieval by road.

Inside this issue:

Next Meeting: - Keys don't Float	1
Picture Quiz	2
That Worst Day	3
Where to Go	4
CAA Skywise News	4
School Build A Plane	5
That Worst Day Answers	5

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PICTURE QUIZ

Last month Trevor said that this is a local aircraft in an unfamiliar guise.

It is in fact a Bristol Bulldog which Nigel Phillips recognised correctly. Alan George also correctly identified it as a Bulldog, but was nearly put off talking to someone who suggested it was a Gloster Gauntlet. There were two other entries with this wrong suggestion. They won't be shamed here!



Having checked with Trevor he says:

There are some similarities, and the Bulldog normally has exposed cylinders whereas the Gauntlet does not. However the fin on the Gauntlet is much larger. Both were used by the Finns.

And for this month:

To go with this month's choice of talk, here's a rather unusual British design. Use of Google allowed!



Future Strut Meetings

March 6th –Grandma Flew Spitfires. Talk on the history of the Air Transport Auxiliary

April 10th– Aerospace Bristol Museum talk.

NOTE CHANGE OF DATE DUE TO EASTER

THAT WORST DAY— Vintage Matchwood 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

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?

⁵ 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. At left of a central large magnetic compass there was an off/on master switch, an altimeter calibrated in metres and a wind-up clock. To the right was a fuel pressure gauge calibrated in litres, and a three-way fuel selector tap. Wood and brass everywhere gave it the authentic vintage feel, though luckily the harness had a modern buckle system. The main undercarriage had a narrow track in comparison to modern trainers and retro-fitted brakes to support the tailskid action.

Having ogled over the aircraft and logbooks, Pilot X decided the Klemm was a piece of history he had to have 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 as 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?

Where to go...

Free Landings for February 2018 in:

Flyer: .Blackbushe, Castle Kennedy, Cromer, Fishburn, Old Sarum, Perth

PLEASE NOTE: "Blackbushe Airport: free landing voucher error

An error in the latest batch of FLYER free landing vouchers suggests microlights are welcome at Blackbushe Airport. That's not the case.

Microlights not accepted at this airport."

LAA Light Aviation – Beccles, Chiltern Park, Leeds East, Midlands Air Museum (2 for 1 offer)

Note ; *LAA Light Aviation magazine – is now printing landing vouchers/offers one month ahead. This is to help members plan a trip in advance and not miss a weekend if the magazine arrives after the first weekend of the printed month.*

That's not flying,
that's just falling
with style.

— Woody, from the 1996 movie 'Toy Story,' regarding Buzz Lightyear.

CAA/SKYWISE NEWS

CAA Skywise 2018/008

With immediate effect, the CAA will no longer accept the submission of a sworn affidavit as the primary means of accepting hours for the grant of a licence, rating, certificate or the revalidation and extension/or removal of restriction of privileges where an individual is unable to provide logbook evidence of their required hours due to loss, damage, theft or data corruption.

Individuals in such a position are required to [follow the process](#) stated in the General aviation and Commercial industry sections on their website. *Definitely to be avoided – back up your logbook!*

Publication of AIC Y001/2018 UK Flight Information Services

This is something we should know it all, but it picks out a few points where pilots may be under a misapprehension about the service we are receiving

http://publicapps.caa.co.uk/docs/33/20170404-CAP774_UK%20FIS_Edition%203.pdf

BRISTOL LARS

PLEASE NOTE: With effect from 1 March, Bristol ATC is leaving the LARS system.

BRIZE NORTON & OXFORD AIRSPACE CHANGE CONSULTATIONS

PLEASE NOTE: The deadline for comments has been extended to 5 April—get yours in!

<https://www.raf.mod.uk/rafbrizenorton/flyinginfo/bznacp.cfm>

<http://www.oxfordairport.co.uk/business-aviation-3-4-5/public-consultation/>

SCHOOLS' BUILD A PLANE PROJECT

At our 'Member's Evening last month, recently joined Strut member, Ken Hodierne gave us a brief introduction to the Boeing Build a Plane scheme and tried to show us a video of its flight. Unfortunately technology got the better of us and we couldn't see it. However Ken has forwarded the following information:

I said I would forward to you the address of the YouTube video related to the Schools Build-A-Plane project that I was involved with.

Schools Build-A-Plane is a school-based project sponsored by Boeing in collaboration with the Royal Aeronautical Society, and not related to the school build-a-plane projects from the LAA (YES) and the BMAA.

The aircraft I was involved in is G-EGCA (Ernesford Grange Community Academy), Rans Coyote S6-es and it is powered by a Jabiru 2200 engine.

To access the video I referred to, log into YouTube, put into the search bar..... SBAP-COVENTRY

Or click on this link:

<https://www.youtube.com/watch?v=dwsX28G1rtA>

It will ask you.... " ... do you mean SNAP-COVENTRY?..." click SBAP-COVENTRY only, and on top of the list will come 'G-EGCA First Public Flight', simply click on that link, it will open silently, with the credits to Boeing and RAeS SBAP. It includes the plane in flight and interviews with students etc., and the (now) new owner of CA.



I was involved from the start as the first volunteer. Our test pilot was Steve Moody (formerly a member of the now defunct Coventry strut), a flying instructor, prolific builder, test pilot and full time pilot for EasyJet, flying A320's.

LAA Courses

Radio Operator's Course - 1st and 2nd February (2 day course)

Aircraft Woodwork - 31st January or 28th February 2018

If you are interested in attending, please give LAA a call for availability.

From the Flyer Forum, on the subject of offering flights for charity:

We had a small charity auction in our village. At the time I was finishing my LAA home build project and most villagers were aware of this. We made a framed certificate that said the bearer of the certificate would be excused from having to fly in my new built plane - it fetched £75!

Pat T

Would that be our very own Pat T?"

THAT WORST DAY ANSWERS:

- 1 His first mistake was to execute low-speed manoeuvres over the airfield at low altitude.
- 2 X had insufficient experience of stall avoidance and recovery in the Klemm.
- 3 X allowed the inner wing to stall before the outer wing, in a low-altitude turn.