



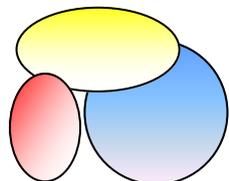
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# Brissle Strutter

Newsletter of the LAA Bristol Strut

February 2019



## Next Meeting — Flying Adventures

Our next meeting will be held at 7.45 pm on **Tuesday 5th February 2019** in **Room 7**.

Due to a change of plans Frank will be giving us his talk in March

Therefore, this month we will hear from Steve Slade who says: "A career as a commercial pilot curtailed, this is a personal tale of realising a passion for flying. The story involves the early pioneering days of microlight aviation, touring adventures, competition flying, the setting of world records, and some views of the local area from over 35 years ago"



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](http://www.bristol-wing.co.uk)

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## Last Meeting — Last Year's Review

We had our usual review of experiences in 2018. David Chambers described a 5-day trip to Sweden, Chris Wright updated us on progress with the build of his Luciole (now elegantly painted and with a Permit to Test).

Alan George explained the aerobatic sequence for his winning entry in the BAeA Beginners' Class in his Pitts. Ken Hodierne entertained us with something different - videos of the LAA Youth Education Support Group's Pedal Planes event at Brooklands: a fine range of machines ranging from SE5A to TriPacer to Red Arrows Hawk.

Philip Green described his best year's flying ever - over 50 airfields visited from mainland Europe to Florida. And Trevor covered a planned visit to Amiens and an unplanned one to Wroughton.

If anyone is interested in building a pedal plane for fun, children, grandchildren or donation to charity or primary school, please get in touch with Ken at [khodierne@ntlworld.com](mailto:khodierne@ntlworld.com)

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## Picture Quiz

Last month's picture quiz was taken by Graham at the Technical Museum in Vienna where he took the photo of the Etrich Taube II.

The Taube ('Dove') was also built by Rumpler, and he did say that an extra mark would go to the member cold correctly identify the country of origin (Austro-Hungarian Empire!). Unfortunately no one either knew what it was or didn't bother to let the editor know.



This month's picture quiz:

A rather difficult one from Trevor - however Mary has flown in it, but it may well not have been on Edwin Shackleton's Guinness Records list of 879 types



Trevor said in the November Newsletter Picture Quiz section that the Miles Mercury Mk 3 was probably unique in having three sets of controls - for 2 students and 1 instructor. But along comes the latest edition of Flyer, and here's another one - the Taylorcraft TG-6 training glider! It's derived from the L-2 Grasshopper and there's a flying example at the Western Antique Aeroplane and Automobile Museum in Hood River, Oregon <http://www.waaamuseum.org/>



## TWO LOCAL TALKS

Neil MacDonald from Brize Norton ATC will be giving a talk to the Severn Valley Microlight Club at The Flying Shack, 1930hrs for 2000hrs on **Wednesday 20th Feb**. We understand he will be touching on revised airspace proposals in his talk.

On **Friday 8th February** Neil Cloughley, Managing Director and Founder of Faradair Aerospace Limited, will discuss the Bio-Electric-Hybrid-Aircraft (BEHA) a 10+ seat aircraft with a hybrid propulsion system intended to revolutionise urban flying. The talks will be held, as usual, at BAWA and will be organised at 7:15 pm on a Friday. There will be no charge for entry to these talks. However, as these talks are being run independently, we will ask for a voluntary contribution of one pound per person to cover the room rental and associated costs.

## Where to go...

**Free Landings for February 2019 in:**

**Flyer** – Castle Kennedy, Eshott, Fishburn, Holmbeck, Kirkbride, Old Sarum

**Light Aviation**—Beccles, Chiltern Park, both free, plus Blackpool 1/3rd off and Wolverhampton (Halfpenny green) reduced to only £5.00

If anyone is in Bodmin, Cornwall on 13th February why not call into their strut meeting which is held at the airfield at 7.30 pm. Their speaker is Leith Whittington who is a Professional Navigator.

## AIRFIELD NEWS

**Gloucestershire Airport is PPR only from 1 March -**

James Head, Operations Director at the airport, told FLYER, "In the overwhelming majority of cases pilots contact us through operations to book in as a practice of good airmanship.

"EGBJ has for many years not been a PPR only aerodrome. At the same time, our movement numbers remain amongst the highest in the UK.

"By making PPR mandatory, it is anticipated that the few pilots that elect not to book in at present, will benefit from a detailed briefing on our current operational status. It also enables us to initiate overdue action if required. Approach and departure procedures are unchanged.

"On whether or not it is an aerodrome's role to accept aircraft, I would say that we at Gloucestershire airport are passionate about [the] customer's experience.

"We work hard to ensure that our customers, both based and visiting enjoy and benefit from their time with us.

"Our role however is to ensure that safety values and practices are at the heart of our operation."

## FAMILIARITY, THE ENEMY by Graham Clark

Pilot X was three quarters of the way through a very long day in his four-seat Jodel Sicile Record, a fabulous touring aircraft. Today, he was about to embark on the last leg of a VFR trip round France with a non-pilot friend from the local LAA Strut. It had been a very successful trip taking them from the UK down the west coast of France all the way to the Spanish border for a fly-in, and then back north towards Blighty. The Jodel was well laden, with two 76 kg occupants, a load of camping gear and personal possessions on the rear bench.

In the left hand seat Pilot X was no stranger to the Jodel, in which he had accumulated several hundred hours. Getting in to fly this aircraft was like slipping on a familiar pair of comfortable shoes. He knew every switch, circuit breaker, every screw on the panel and which instrument had given a past problem. Check list? Well, he knew the words better than those of the National Anthem. Of course, for form's sake he had a plastic-laminated copy on board to ensure that the BFR instructor got the right impression: "Here is a safe pilot; knows what he's about; would fly with him anywhere."

It was late on a summer afternoon when X and his passenger were in the final stages of their approach to the obligatory French Customs stop at Le2K. This was a bit of a nuisance, because otherwise X and his mate had sufficient AvGas to reach Lashenden. The intermediate stop would delay them for a minimum of one hour. They would have to refuel, file another flight plan, pay a landing fee and run the risk of other unknown delays. Bloody Schengen! Also, flying a taildragger, X was disappointed (putting it mildly) that Runway 25 had been closed and his only choice was the out-of-wind Runway 32. "Okay if you are driving a wheelbarrow", he thought, "but in a wooden taildragger a lot less than ideal."

All these things and the approaching official airport closure time were very much at the back of his mind as he used his best wing-down, sideslip approach technique towards the threshold of hard tarmac 32. Today, Lady Luck was on his side: no sudden gust. The right main gear and tailwheel touched the tarmac together closely followed by the left main gear, and straight way the Jodel was tracking down the centreline while X applied max arm muscle and fast footwork to keep it all together.

They cleared the active 32 and the following fairly stiff breeze pushed them towards the terminal, where X found a parking slot and breathed a sigh of relief as he shut down. Warm work. Now for the bureaucrats. Grabbing their passports and pre-prepared flight plan, they made straight for the terminal admin desk: "Damn; nobody there!" So the passenger was instructed to stay put with the paperwork while X went looking for the fuel bowser."

The Jodel was soon refuelled and the passenger appeared from the terminal with a smile and all the necessary papers. Having paid their dues and demands, the last item was the standard comfort station visit before departure, and then Waggons Roll! They boarded the Jodel and entered via the forward-opening doors exactly as they had done many times before on this trip.

X started the engine and was given immediate taxi clearance for a 32 departure and out north along the coast towards Cap Gris Nez. Final checks before entering the runway and the litany was spewed out by heart etc..... hatches, harness.

Moments later they were accelerating down the runway and climbing out above the beach when suddenly X heard a quiet bang and an unusual sound from the right side of the cockpit. He at once spotted that the right door was not securely locked: the Jodel door is secured by a peg to the windscreen frame top dead centre just under the pilot's head, also the door latch, and a third peg to the rear windscreen frame just behind the pilot's head. The first peg had come adrift (i.e. not properly located by the pilot before flight), and the convex window was being sucked open by 85 kts of wind. The Venturi principle can work against a pilot's omission of this kind.

The ever-helpful passenger called that he would open the door (in flight) to effect a full three-point locked closure: "Negative!" called X, fearing that such action could blow the door from the inside, lose the whole door or worse. And anyway, it was quite possible that the passenger would have insufficient strength to work against the combined slipstream and prop wash.

X immediately advised Le2K of his need to make an immediate return and landing on account of an insecure door, and two minutes later X was again trusting to luck on his approach to 32 and a gusting crosswind. The passenger gripped the door handle to hold the door shut, while X was grateful for the absence of other traffic and an immediate clearance to land. There was a degree of stress in the left hand seat. "Twice in one day; I could have done without this", he thought. But it was X's lucky day and he completed the landing without bouncing on the hard runway, or the dreaded ground loop that has been unfortunate fate of many a wooden taildragger.

They left the runway and brought the aircraft to a full stop with the engine on tickover, whereupon the passenger opened the offending door to facilitate a full three-point locking closure: check, check, check.

Feeling somewhat foolish, X called the tower to advise them that the panic was over. Conveniently, the tower informed X that the flight plan had been stopped and they could, if they wish, resume their intended flight. With airport closure looming, X accepted the offer and oh-so-slowly, taxied to the hold for 32. Taking a deep breath, he reached for the laminated checklist and worked from top to bottom, twice.

### QUESTIONS

What was X's first mistake?

What was his second mistake?

What was his third mistake?

## LAA COURSE

### 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:** 9th and 10th February 2019

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

### Ian Leader Trophy

Steve Pemberton, the very worthy recipient of the Ian Leader Trophy has send in the following:

*"It is truly an honour to receive this trophy. Thank you everyone for your support.*

*Now we just need to look forward to a good 2019 flying season."*



**Those who gave away  
their wings are sad  
not to see them fly.**

**Antonio Porchia, Voces, 1943,  
translated from Spanish by W.S. Merwin**

### PILOT X Answers

**What was X's first mistake?**

- ➔ X allowed himself to become pushed for time. His focus was on a fast turnaround, taking his attention off a thorough pre-flight cockpit check.

**What was his second mistake?**

- ➔ X failed to make a positive check that all three locking points on the passenger door were correctly located and fully secured before take-off.

**What was his third mistake?**

- ➔ X was so familiar with the aircraft, that all his pre-flight checks had become skimped. He saw, what he wanted to see.