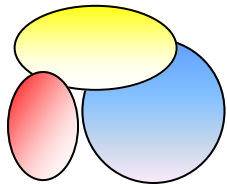




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Brissle Strutter



Newsletter of the LAA Bristol Strut

March 2018

NEXT MEETING — GRANDMA FLEW SPITFIRES

Our next meeting will be on **Tuesday March 6th** in Room 7 at BAWA and our speaker is John Webster, Secretary of the Air Transport Auxiliary Association.

John is an ardent aviation enthusiast and amateur historian with a career in Air Traffic Services. Since retiring John has been involved as a volunteer researcher for Maidenhead Heritage Centre's permanent ATA exhibition and archive, during which time he has been privileged to have interviewed several of the surviving veterans. That involvement has led to John being elected as Secretary to the ATA Association, which was formed immediately post-WW2; primarily by members of the ATA's aircrew.



The ATA was a civilian organisation which was tasked with supporting the RAF and Fleet Air Arm by ferrying aircraft between factories, maintenance units and operational bases together with performing many and varied transport roles. John's talk will expand on the ATA's structure and the role of its men, women and boys. It will feature a newsreel clip and extracts from two of his interviews.

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

LAST MEETING— Keys Don't Float

For our February meeting we had a return visit from Capt Bryan Pill of Mission Aviation Fellowship. He instructed us on the principles and hazards of floatplane flying, and showed us the utility and efficiency of floatplanes in MAF operations. We had quite a few visitors, and the Strut and attendees donated £130 for MAF funds.



Inside this issue:

Next Meeting: - Grandma flew Spitfires	1
Picture Quiz	2
Where to Go	2
That Worst Day	3
News	4
More News	5
That Worst Day Answers	5

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In the Editor's absence on the other side of the world, this Newsletter has been prepared by the Chairman. Apologies for any slip in standards; I am less familiar with Microsoft Publisher.

PICTURE QUIZ

Last month's picture, in keeping with the subject of our meeting, was of a rather unusual experimental British floatplane, the Blackburn B20. It was intended to combine the best features of both the flying boat and the floatplane. Unfortunately it crashed on an early test flight due to aileron flutter.



Correct answers were provided by – well, no-one that Mary has advised me about!

And for this month:, another picture to go with this month's speaker, a bit easier this time, I hope: a full set of ATA ferry pilots – don't worry' we're not asking you to identify them, just the aircraft and its role.



Future Strut Meetings

April 10th – The Aerospace Bristol Museum: Lindsey Henniker-Heaton.

May 1st – TBD

June 5th – Paul Catanach: Bush Pilot in Australia

Where to go...

Free Landings for March 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 – Haverfordwest (reduced landing fee £10), Lydd (free with 30lt fuel uplift), Shipdam (weekends only), Tangmere Military Aviation Museum (2 for 1 offer)

And for April in:

Flyer: Goodwood, North Coates, Shipdam, (weekends and Bank Holidays only), Strathaven, Tatenhill, Wolverhampton

"Caution: Cape does not enable user to fly."

— Warning label on Batman Costume

THAT WORST DAY— Solar Glare 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 a happy bunny: he had recently become part-owner of a sweet little single-seat RF4D. This French-designed German-built motor glider is powered by a 44 hp Sauer and combines superb economy with wonderful handling characteristics, often demonstrated by true aerobatic experts at summer flying displays. Although a young but not inexperienced TMG and glider man, Pilot X was looking forward to exploring the RF's aerobatic handling whilst on holiday on this hot August day. He and a couple of the other group members had decided to spend a few days exploring the scenery in the more southerly and hilly climes of France, and were taking turns: one would fly for a day, while the others checked out the local vineyards by car.

The flight south had been without incident, at a relatively high and cool altitude clear of the inversion and high-pressure weather pattern, which had milked the horizontal visibility. Still, this morning the wind was almost calm and the visibility good.

Having bid his buddies *adieu* before as they drove off after breakfast, X got out the chart to think about his route and make a few measurements. Nothing too difficult today; the hot sun was shining, the view incredible and the prospect for the day was good. In fact, couldn't be better: one very economical aeroplane and the whole day to himself. There was no need to don a flying suit. It was so warm that a T-shirt and shorts would be quite sufficient.

Yesterday's pilot had refuelled the RF with super mogas the evening before, and the aircraft had been left overnight in the hangar. With a simple aeroplane like the RF, there was not a lot to check on the pre-flight walk round but Pilot X was a cautious chap so unscrewed the fuel cap on the fuselage to have a look at the tank contents. It was just about brim-full. Pilot X was soon strapped in: he pulled the starter handle and the engine burbled happily as he rolled towards the grass runway hold.

The RF4D is a little jewel of aeroplane, but as a motor glider it has an elegantly tapered wingspan of almost 37 feet, so X had to pick his way carefully between the plastic cones marking the taxiway. With the OAT knocking 30°C the oil temp was soon in the green. Pilot X checked that the approach was clear at this uncontrolled airfield and then pointed the RF towards the 600 metres of grass at 800 ft amsl that were Runway 12, and firewalled the throttle.

Given the low horsepower and the current temperature, it took a while for the little RF to get going; but go it did. Landing gear UP, CLUNK, onwards and upwards to crosswind and the circuit towards the heading chosen. But something was not quite right, up front. The little Sauer was making an irregular noise, not unlike that which had been detected a few days previously. X did the right thing by lowering the gear and making straight for Runway 12.

After landing, he taxied back under power to the hanger with the engine apparently normal and then shut down. It was a matter of a screwdriver and a few moments to remove the cowling to take a close look, but nothing was obviously out of place, just rather hot. All the plugs were secure and the ignition harness was attached in all the places it should be. What could be the matter? Air filter? No.

X went off to get a cold drink and some advice. He found the drink but there was nobody else around who could make a constructive suggestion. So X decided to chock the RF and run the engine on the ground for a bit: idle, full power, throttle response, carb heat. It was all working. So X decided to have his sandwiches, let the engine cool and then have another try.

By early afternoon the sun was even higher so X did not wish to linger long at low altitude under a Plexiglas canopy. He taxied out, with the oil temp already in the green, and then pointed it down Runway 12 with a light and variable breeze. With a combination of low power and a small diameter two-blade prop, it was not surprising that the RF was a bit sluggish, with the OAT now at 35°C. But the little bird obeys all the laws of physics and had reached 100 ft by the time it crossed the upwind threshold – when the engine stopped.

"There I was at 30,000 ft, hanging on the prop" as the story goes. The trouble was the X was 900 ft amsl with the OAT at 35°C. As a glider pilot, he instinctively put the nose down cable-break style and began a smart turn to the left towards the grass behind. However, at this point the decelerating air over the left wing tip caused it to cease flying, while the accelerating speed of air over the right wing increased lift. Back to the laws of physics...

The RF never completed the U-turn but punched the fuselage and left wing into the turf. Being a little aeroplane weighing only about 265 kg empty, there was not a lot of energy to destroy, and wood does splinter and crumble. The news for X, who was no lightweight, was not so good. The fuel tank split and deposited its contents around the cockpit zone and X was so severely injured he was unable to free himself. The only good news is that there was no fire, and help was at hand. He lived, but did not walk away.

QUESTIONS

What was X's first mistake?

What was his second mistake?

What was his third mistake?

See last page for answers.

CAA/SKYWISE NEWS

CAA Skywise 2018/016

During 2018 most ground stations radios will convert to 8.33 kHz channel spacing. Airspace users must ensure they are correctly equipped and carry an 8.33 kHz capable radio where required. A list of converted ground stations is maintained in an AIP supplement. Pilots are required to check supplement data before they fly and to review additional information and latest updates on the CAA's website. An updated supplement will be released monthly throughout 2018; the first has now been issued. Consult [AIP Supplement 009/2018](#)

BRIZE NORTON & OXFORD AIRSPACE CHANGE CONSULTATIONS

I'm sure you will have put in your comments to meet the deadline of 5 April!

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

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

For further information see Steve Slater's article in the February edition of *Light Aviation*, And he's promising an update in the March edition.

AIRPROX APP

Recalling and reporting Airprox details is best done while the incident is fresh in your mind. The UK Airprox Board has recently released an app which allows you to make your report, as well as providing access to previous reports. Get yours now from your usual App source – search for UKAB.

BRISTOL LARS — Reminder

From 1 March, Bristol ATC will no longer provide a LARS service. The following information has been provided by NATS;

There are multiple LARS units in the adjacent area with overlapping areas of coverage. LARS will continue to be available from Cardiff, Brize Radar, Yeovilton, Boscombe Down and Bournemouth during notified hours

Services available from Bristol Radar:

- ➔ - an airspace crossing or CAS entry clearance: Bristol CAS is active 24 hours a day and the requirement to obtain a CAS entry or crossing clearance has not changed.
- ➔ - an Alerting Service: this service will be provided by Bristol ATC at all times.
- ➔ - Specific Flights: there may be occasions when due to the nature and/or location of the proposed aerial activity, controllers may elect to provide a service on then grounds of flight safety.

Listening Squawk: Bristol has a listening squawk of **5077**; if you are not in receipt of an air traffic service we strongly encourage all pilots to use this squawk and maintain a listening watch on **125.650MHz** whenever they are operating in the vicinity of Bristol CAS. If we need to advise you of any flight safety information or we need to identify you for any other reason we will contact you. If you are Mode S transponder equipped we are able to see your registration or callsign, for all other flights we will make a blind transmission, giving your position in relation to a ground feature and ask that you identify yourself. **Use of the listening squawk does not imply permission to enter Bristol CAS — please remain outside CAS unless you are in receipt of a clearance.** ,

AIC Yellow 5/18 provides further guidance on this change, with information on the notified hours of the other LARS services, but also includes the rather contradictory statement that "Pilots requesting to join, transit **or fly within 10 nm of Bristol CTA/CTR** should call Bristol Radar on 125.650 MHz." I have queried this with NATS and they say that the preferred option when staying outside CAS is to use the listening squawk of 5077 and monitor 125.650.

8 April approaches!

From 8 April you need an EASA licence to fly an EASA aircraft. If you haven't got one time is running out. If you are flying on a NPPL(Microlight) and working to add a SSEA rating to it so that you can convert to an EASA LAPL please note the following from a recent Flyer Forum message:

"The advice given by AOPA is that NPPL (Microlight) holders who wish to obtain a LAPL(A) are strongly recommended to complete their SSEA conversion and to submit their applications as soon as possible as the SSEA Class Rating must have been issued before 8th April in order that it can later be converted to a LAPL(A)."

As April 8 falls on a Sunday and is preceded by Easter the week before, to allow the CAA their normal 10 working days it is vital that the LAA has received the relevant paperwork in time for the CAA to have received it **before 22nd March**. AOPA's recommendation is that NPPL (Microlight) holders wishing to add an SSEA Class Rating should have sent their applications to the LAA **by Friday 16th March**.

There is further information in CAA SkyWise 2018/019.

Royal Institute of Navigation TopNav 2018

Last October, Mark Batin of RIN talked to us about navigation techniques and mentioned the TopNav competition. Now's your chance to take part! It will be held simultaneously at Conington, White Waltham, Solent and Bodmin airfields on 12 May (19 May weather reserve). For further information visit www.rin.org.uk/events

BRRRR!

Given the particularly cold weather at the moment, here are a few websites providing useful advice. The US sites may be written for more adverse conditions than we normally encounter — but with tomorrow's forecast offering "feels like -17C" perhaps not!

<http://publicapps.caa.co.uk/docs/33/20130121SSL03.pdf>

<http://www.boldmethod.com/blog/lists/2017/11/your-6-best-winter-flying-tips/>

[https://www.aopa.org/training-and-safety/pic-archive/operations/winter-flying-\(2\)](https://www.aopa.org/training-and-safety/pic-archive/operations/winter-flying-(2))

THAT WORST DAY ANSWERS:

1. Fuel vapour lock. The aircraft had been standing too long in direct hot summer sunlight.
2. Failure to consider fuel temperature in the fuselage tank
3. Low altitude turn back under hot and high conditions