

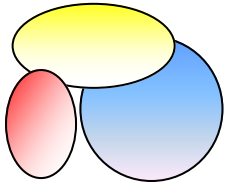


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# Brissle Strutter

Newsletter of the LAA Bristol Strut



October 2018

## NEXT MEETING — Racing for Rhinos

Our next meeting will be held at 7.45 pm on **Tuesday 2nd October** in **Room 7** (back to our usual meeting room) when our friends Fiona and Angus Macaskill will tell us about '**Racing for Rhinos**' which was sponsored by the Botswanan government to raise the plight of the Rhino.

Fiona and Angus competed in the race which was also described as 'The biggest air race in the World ... ever'. This turned out to be true. There were 120 racing aircraft, flying over 300 miles of desert each day.

Fiona says: *From my point of view, it was also the best air race ever – and I have done over 90 air races in my time!*

Their talk will also include a bit on flying UK air races with the Royal Aero Club '3Rs'

This is an evening open to all - not just BAC and LAA members so do spread the word.



## Last Meeting—AGM

This was held with enough members present to make a quorum so the business was conducted as swiftly and efficiently as possible so that we could all have a good chat and catch up on the summer's event.

The minutes of the meeting will be attached to the e-mail to members only

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## Edwin Shackleton—a character who will be sadly missed

We are sorry to report that Edwin sadly passed away on Friday 8th September. Many of those reading this newsletter will have either met or known about Edwin who was a record breaker in the world of aircraft enthusiasts. Although he was not a pilot himself it would be hard to find a more dedicated spotter. His knowledge of all aircraft types was legendary leading him to commentate at many air shows including the much missed ones at Badminton Airfield.

Bristol Strutter reproduced Edwin's Annual Flying reports for many years in which he recounted his efforts to fly in as many different types of aircraft as he could. Although the Guinness Book of Records stopped including him in their book we understand that eventually **his final total reached 879 different aircraft flown in**. As it was becoming harder to find new aircraft—in 2009 he challenged himself to try **different types of transport**. He sent his last report in February 2010 and his last words then were:

*By the end of 2009, my transport total had reached 136 and I plan to continue. My son and daughter have been brilliant helpers and I have wonderful support from all quarters, so thanks to everybody.*

*PS: Adding the aircraft total and the transport number makes exactly 1000 which was certainly not planned or foreseen!*

His good friend Dave Stokes has kindly written his personal memories of Edwin as follows:

I was saddened to hear that my dear friend Edwin Shackleton had passed away on Friday 8th sept. He was well in his Nineties and despite ill health in later years Edwin lived life to the full.

It was in 1977 that we first met, Edwin and the late (and also much missed) Reg Bloomfield were both keen aeroplane enthusiasts and they joined newly formed Wessex strut. Despite living in Filton which was quite a long trek to our meetings, they became regular attendees and contributed greatly to the running of the strut in the early years. Both were quiet unassuming gentlemen who had a remarkable knowledge of all things flyable. Edwin especially was amazing, he could identify virtually any plane and if it was a PFA (as it was in those days) type he probably knew the pilot and where the plane was based!

Neither Edwin nor Reg were pilots or indeed builders but both had a passion for flying in any thing, any where, anytime. I think Edwin would agree that this became some what of an obsession as he strove to experience a flight in as many different types as possible. Year on year his total of different types grew and we all looked forward to his annual article in the strut news letter "my flying year" in which he would write of his adventures over the previous twelve months. To facilitate some of these flights was difficult as it sometimes meant travelling long distances and there were also weather and serviceability problems, however he usually got it in the log book eventually.

Edwin became famous as the man who had flown in more different types of aircraft than anyone else, in fact pilots began to contact him to offer a short flight if their aeroplane was a rarity! I'm not sure of the final total but it was well over 800 and he was proud to be in "The Guinness Book of Records". He was also a keen photographer and was brave enough to fly with me to many Fly-ins and farm strips. I remember flying him to a strip near St Just in Cornwall where there was a new type to be flown in. The strip appeared short, the day was very hot and the air was still and Victor Zulu was in "I don't want to stop flying mode"! We did stop before the end of the runway but only just and we had to switch off and push back from the Cornish hedge which looked pretty solid. Edwin was totally unfazed and flew with me many more times after that.

He was also a keen and very knowledgeable bird watcher which is one of my other interests so we often had long phone chats to discuss what we had seen or even heard. Edwin would travel miles if a rare species was reported and was often successful in seeing it. He loved adventure, he loved to travel and to experience different modes of travel, he would no doubt have been a spaceman if possible but he was equally happy on a horse and cart. He was a great supporter of the LAA, the Wessex and Bristol Struts and was an excellent writer and commentator. He used to commentate at our annual fly-ins and was usually able pass on snippets of information about each arrival or indeed in some cases the pilot!

I and I'm sure many others will remember Edwin with great affection. There will never be another like him.

Dave Stokes



## PICTURE QUIZ

Graham's Mystery Picture last month for us to identify was:  
A DH Comet 2, masquerading as a DH 106 4, Flight simulator.

Graham said:

*I also got to sit in the driver's seat of THE prototype dH Mosquito, where sat Geoffrey de Havilland.*

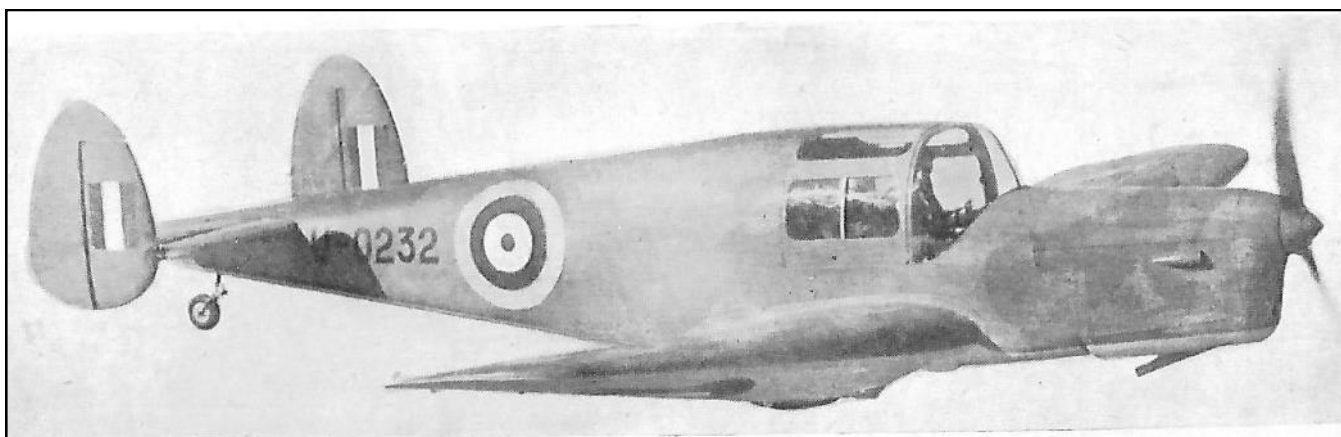
*Better than sitting on The Throne in Westminster Abbey!*

Suggested incorrect answers received include:

The cockpit of a HP Victor V bomber; cockpit of a Lockheed Constellation;



Correct answer from Phil Mathews and Trevor Wilcock (who added: Comet 4 simulator (using Comet 2 nose) at the de Havilland Aircraft Museum, Salisbury Hall.)



This month's puzzle is from Trevor who says:

*Here's a rather different puzzle picture for you; it may need some internet research!*

*Identify the aircraft.*

*How many were built?*

*What is perhaps unique in the aeronautical world about the Mk3 version?*

*If you can find another example, please let us know!*

*Where is the last surviving example?*

## LAA Courses

### Electrical wiring

This course acts as an introduction to the subject. It will feature the minimum of electrical theory and will concentrate instead on the installation practices. If you like, it is the sharp end of the business; it is the practical work; it is the part that every owner/builder will have to get to grips with sooner or later.

The basic premise of the introductory course is that the owner/builder already has a circuit diagram to work from. He is not expected to do any design work, but he does need to source the materials and build a working, reliable and safe installation.

**Date:** 23rd November 2018

**Cost:** £120.00 (includes tools)

**Venue:** LAA HQ, Turweston Aerodrome, NN13 5YD

### Woodwork:

This is an ideal one day course for anybody contemplating building or repairing a wooden aircraft; the course covers wood selection, cutting, drilling, scarfing, gluing etc., in fact all you need to know to gain sufficient confidence to start your own project.

**Date:** 16th January 2019

**Times:** Arrival 9.30am to 9.45 am. Finish : 5.00pm - One day course

**Cost:** £110 (includes lunch)

**Venue:** Ridgewood, Ham Road, Liddington, Wilts, SN4 0HH

## **Airspace Inquiry - Terms of Reference and Call for Evidence**

The All-Party Parliamentary Group on General Aviation (APPG-GA) is parliament's largest APPG, With 174 MPs and Peers<sup>[1]</sup>. The parliamentary group works to educate parliamentarians and ministers about the role that aviation plays in society and our economic nation's prosperity. The APPG has five expert Working Groups covering Airfields, Airspace, Tax & Regulations, Heritage Aviation and STEM Jobs & Skills.

The APPG-GA believes that the UK's airspace belongs to everyone. Removing it from certain users must come with responsibilities. Equitable access is therefore paramount.

This paper has been produced by the Airspace Working Group and follows the announcement during July 2018 that the APPG-GA intends to investigate the way that airspace is managed in the UK.

### **Inquiry Purpose and Scope**

The inquiry will study all components of governance and process that result in airspace decisions and make recommendations on how to improve the current system. In addition to making representations to ministers on the findings, MPs and Lords may wish to introduce legislation to change the current law.

Focussing primarily on lower airspace, the inquiry is likely to cover topics such as;

- Current and potential future issues relating to the overall strategy, policy and principal mechanics guiding airspace design, management and the measurement of effective performance
- The principal current and potential future influences on airspace strategy and policy as identified by different stakeholder groups
- The underlying principles that should be used to guide all airspace-related matters (e.g. proportionality; need to maintain currency/relevance of designs; retire designs when no longer required; periodic independent reviews - e.g. by National Audit Office - of the efficiency and effectiveness of airspace strategy, policy and specific mechanisms; equitable consideration of all stakeholder groups; requirement for evidence-based inputs; reference to best practice; etc.)
- Assessment of the efficiency and effectiveness of current airspace-related processes
- Delegations of authority, including the allocation of accountabilities, responsibilities, roles and interests
- The role of non-governmental organisations that are a part of the established airspace system (e.g. NATS)
- The case for making change in priority geographical areas
- Whether airspace change sponsors should make financial contributions in return for taking away airspace from other users – similar to so-called Section 106 provisions in national planning policy

### **Airspace Report Recommendations**

The all-party group will invite stakeholders to submit evidence through a formal Call for Evidence process, hold Hearings in the Palace of Westminster as part of their Inquiry, and produce a written report. The report, which will include specific recommendations, is expected to cover:

- Governance and management of the UK's airspace
- Parliamentary and ministerial oversight
- Government role
- CAA roles and responsibilities
- NATS roles and responsibilities
- What the overarching policy objectives should be for airspace
- What measures should be in place to increase efficiency and ensure equitable access for all airspace users
- What measures should be in place to monitor and withdraw underutilised areas of controlled airspace
- What measures should be in place to ensure governance and process remains fit for purpose
- And who pays

### **Next Steps**

A general Call for Evidence opens today and will **close on 31<sup>st</sup> October 2018**.

Formal invitations will be issued to certain stakeholders, but any organisation that wishes to present evidence and make representations should do so in written format addressing the broad headings in this Terms of Reference discussion paper to present their evidence. Please email: [AirspaceInquiry@GeneralAviationAPPG.uk](mailto:AirspaceInquiry@GeneralAviationAPPG.uk)

Please note that your evidence will ordinarily be published.

Witness invitations to give evidence will be sent out in November. Based on the Call for Evidence response, APPG-GA intend to hold a number of oral witness hearing sessions in the Palace of Westminster. These will be both broadcast live and taped.

### **Follow up**

The APPG-GA Airspace Inquiry report will be published in 2019. This will include recommendations for ministers. A formal response to the report will be requested from government ministers. MPs and Peers may decide to introduce legislation in order to bring findings into effect.

Matthew Bolshaw

## **For those with PilotAware, this is new on the PAW website:**

James at AirCrew has done a sterling job in producing a post processor to view your flight information. You can upload your flight track file and use this tool to shuttle through the flight to see what was seen (and missed!)

# Track File Replay utility <https://aircrew.co.uk/playback/>

# Aircrew Website <https://aircrew.co.uk/>

## CAA INFORMATION

### Changes to the administration of aeronautical radio licences

From 2 November 2018, Aeronautical Radio Licences, currently issued by the CAA, will be issued and administered by Ofcom. This will enable Ofcom to deliver some additional service benefits to users and enable Ofcom to achieve economies of scale in delivery. The change will allow Ofcom to administer all radio licences under one roof.

The CAA will cease all administrative activities around radio licensing on 31 October 2018. However, the CAA will continue to be responsible for assigning radio frequencies to aeronautical stations, as that is part of the CAA's statutory duties along with issuing ANO safety approvals.

#### How will this affect you?

From 2 November 2018, you must apply to Ofcom for Aircraft and Ground Station Radio Licences. As far as possible, Ofcom will maintain existing processes and practices though there will be some changes, which we outline below. All fees will remain the same. Ofcom will:

- publish new Ofcom contact details for Aeronautical Radio Licensing;
- assign you a new Ofcom customer reference number;
- overhaul and update the application forms;
- produce new Ofcom licence and payment documents;
- introduce an online payment facility; and
- provide enhanced information on dedicated aeronautical radio licensing webpages, on the Ofcom website.

#### What do you need to do now?

You do not need to take any action immediately. The CAA will continue to administer licences until the end of October. If you apply for a new licence or renew your licence the CAA will endeavour to process your application by 31 October 2018. The CAA will transfer any outstanding applications to Ofcom on 1 November 2018, so Ofcom can take over the process from 2 November 2018.

#### If your licence fee falls due for payment on 31 October 2018

The CAA will issue the standard renewal notices on or around 18 September 2018. We urge you to make payment as soon as possible, to minimise any delays in receiving your licence documents.

If payment is not made to the CAA before 31 October 2018, Ofcom will send out reminders to pay Ofcom and, if the fee remains unpaid, any subsequent revocation documents.

If you currently pay for your radio licence(s) by direct debit, the CAA will collect the payment before 31 October 2018, as usual and issue your licence(s).

#### If your licence fee falls due for payment on 30 November 2018

Ofcom will issue your invoice from November 2018. The invoice will provide details of how to pay Ofcom. DO NOT make any payments to the CAA.

If you currently pay for your radio licence(s) by direct debit, Ofcom will not be able to collect this year's payment automatically.

This is because mandates are not transferable. You must therefore make this year's payment using one of the methods described in the invoice that Ofcom will issue. You will be able to set up a direct debit mandate for subsequent years.

If you pay the CAA by direct debit:

You will need to set up a new direct debit mandate for Ofcom. Ofcom will contact all affected licensees starting with those whose licence fee falls due for payment in December 2018. Ofcom will provide you with the information required and an Ofcom direct debit mandate form.

If you have any questions regarding your licence up to 31 October 2018 please contact the CAA as usual.

After 2 November 2018 please see the Ofcom website for further information and application forms at [www.ofcom.org.uk](http://www.ofcom.org.uk) CAA & Ofcom

### 8.33kHz Radios - CAA General Update

The CAA has written to GA aircraft owners on the above topic. Not new stuff, but the main points raised are:

- if an aircraft needs to communicate on an 8.33kHz channel then it must have an 8.33kHz radio.
- all ground stations to be on 8.33kHz by 1 Jan 2019 unless specifically exempted.
- ground frequency changes are recorded at AIP SUP 047/2018 and updated every 28 days.
- sporting frequencies (eg SafetyCom) will all update to 8.33kHz by 1 Jan 2019; the new frequencies will be published towards the end of 2018.
- the CAA secured €4.3m of EU Funding to rebate 20% of eligible 8.33 kHz purchases. The closing date was extended to 30 Sep 2018 and there will be no further extension.

### Changes to the way you apply for a medical certificate

The CAA medical records system is being replaced. Changes will be implemented in a few months' time and will provide greater accessibility, efficiency and transparency. The new web-based system will replace the existing paper-based application forms, changing the way in which you apply for a medical certificate.

Details and guidance on how to use the system will be provided in due course. No action is required at present.

## 8.33kHz CHANNEL CLARIFICATION

Please read the following from Bodmin Airfield

On 9th September I informed you of the forthcoming change from 25kHz to 8.33kHz channel spacing that the CAA requires us to make with our Air-Ground frequency at Bodmin Airfield, which will become active on 1st October 2018. I informed you at that time that the current frequency 122.700 will change to 120.325 on this date.

However, it has been pointed that some confusion lies in the difference between an 8.33kHz CHANNEL and a FREQUENCY. Many of you already know, from information provided by the CAA, that on your aircraft radio you MUST select the 8.33kHz CHANNEL to effect the correct frequency, and NOT select the frequency itself. Please see the attached table to understand better the difference between the two.

• Channel spacing: 25 kHz (Actual frequency is displayed.)

Operating Frequency (MHz)	Channel spacing (kHz)	Channel ID (Displayed Frequency)
118.0000	25	118.000
118.0250	25	118.025
118.0500	25	118.050
118.0750	25	118.075
118.1000	25	118.100

• Channel spacing: 8.33 kHz

Operating Frequency (MHz)	Channel spacing (kHz)	Channel ID (Displayed Frequency)
118.0000	8.33	118.005
118.0083	8.33	118.010
118.0167	8.33	118.015
118.0250	8.33	118.030
118.0333	8.33	118.035
118.0417	8.33	118.040
118.0500	8.33	118.055
118.0583	8.33	118.060
118.0667	8.33	118.065
118.0750	8.33	118.080
118.0833	8.33	118.085
118.0917	8.33	118.090
118.1000	8.33	118.105

• Channel spacing: 8.33 kHz/25 kHz

Operating Frequency (MHz)	Channel spacing (kHz)	Channel ID (Displayed Frequency)
118.0000	25	118.000
118.0000	8.33	118.005
118.0083	8.33	118.010
118.0167	8.33	118.015
118.0250	25	118.025
118.0250	8.33	118.030
118.0333	8.33	118.035
118.0417	8.33	118.040
118.0500	25	118.050
118.0500	8.33	118.055
118.0583	8.33	118.060
118.0667	8.33	118.065
118.0750	25	118.075
118.0750	8.33	118.080
118.0833	8.33	118.085
118.0917	8.33	118.090
118.1000	25	118.100
118.1000	8.33	118.105

These tables show just the display example between 118.0000 MHz and 118.1000 MHz, not show all frequencies in the band.

If you dial in on an 8.33kHz capable radio '120.325', then your transmission will have a 25kHz channel spacing! The channel number to use is 120.330 as this will provide the frequency of 120.325kHz with 8.33kHz spacing. It is essential that you select the channel number 120.330 and not the frequency to gain the 8.33kHz channel spacing.

Please ensure that you make note of the following important change in use at Bodmin Airfield and advise your staff, members, pilots and owners accordingly.

The current 25kHz frequency of 122.700 MHz will no longer be available after 30<sup>th</sup> September 2018, and the CAA, via OFCOM, has reassigned the following 8.33kHz Channel to Bodmin Radio:

### Where to go...

Free Landings for October 2018 in:

Flyer -Blackbushe, Bodmin, Eaglescott, Land's End, Old Sarum, Solent Airport Daedalus

Light Aviation—; Glassonby (donation to local Air Ambulance); Land's End (PPR); Skegness (Weekends only and PPR); Old Sarum (Half Price) and also voucher for half price entry to Boscombe Down Aviation Collection

NOTE: LAA Light Aviation magazine – is now printing its 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.