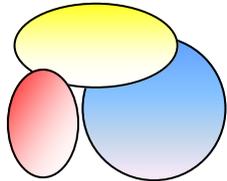




Brissle Strutter



Newsletter of the LAA Bristol Strut

bristolstrut.uk

April 2021

Next Meeting—RAF Voyager - An overview

Our April Meeting will once again be on Zoom on Tuesday 6th April at 7.30pm

The speaker will be Geoff Simpson Who has sent us this introduction :
The Airbus A330 Tanker aircraft entered RAF Service in April 2012. This presentation provides an overview of the civil derivative aircraft that provides UK military Air to Air Refuelling to the RAF and NATO allies around the globe.



Login details will be provided to Strut members by email along with this newsletter .

If non-Bristol Strut members wish to join us we'll be pleased to see you so please contact our Treasurer and Zoom host Neville Parton in advance at: treasurer@bristolstrut.uk and he will send you joining instructions.

Last Month's Meeting— CAA Infringements

Rob Gratton - airspace infringement lead at the CAA, talked to us about 'Preventing airspace infringements in the UK'. He had a particular focus on the problems of returning to flight after lockdown. There was a surge of infringements after Lockdown 1, and another when more severe Tier restrictions were imminent.

The CAA is selective in its prosecutions - only 9 in over 3000 incursions in the last 3 years - and that includes flying into a RA(T) during an air display. He emphasised the need to make a cautious return to flying (Threat and Error Management - minimise both) - don't be too ambitious in your early flights post lockdown. He also referenced the information available in various websites and messaging links eg Airspace and Safety Initiative and Skywise. When near controlled airspace, Take Two - 2nm/200ft separation to reduce the chance of inadvertent infringement.

Don't forget also to get the latest NOTAM information - even during a flight away from base; you don't want to be caught out by an emergency RA(T) - ring 08085 354802 before each flight.

Inside this issue:

Next Meeting - RAF Voyager	1
Picture Quiz	2
Important Medicals update	3
Pilot X	4
CAA Updates	5
Where to Go	5
Pilot X answers	5

Contact Information

Strut Chairman:

Trevor Wilcock

01275 858337

e-mail: chairman@bristolstrut.uk

Treasurer/Membership Sec:

Neville Parton

01666 502147

e-mail: treasurer@bristolstrut.uk

Newsletter Editor/distribution:

Mary Leader

01275 541572

e-mail: secretary@bristolstrut.uk

Editorial address:

7 Cantell Grove

Stockwood, Bristol

BS14 8TP

Webmanager

John Leather

Email: webmanager@bristolstrut.uk

Picture Quiz

Last month: for a change Trevor asked “Can you identify this airfield? One of the longest runways in the UK.”

A swift reply came back from Phil Mathews at Gloster:

The airfield is the former RAE site Bedford, home of the various experimental aircraft of the 50s and sixties including the Fairy Delta, first aircraft to exceed Mach 2. Now used for motorsport and car storage alongside flying, though unless you have business there casual visits are not encouraged.

Someone else said: *Using Sky demon I think I found it as Marham which is the base for 617 Squadron flying F-35s.* Sorry—not so, but thanks for sending in an answer anyway, always appreciated.

For this month:

Yet another comparison of technology then and now. The Otto Celera 500L is designed for high-efficiency, low drag flight through laminar flow round its fish-shaped fuselage.



But go back over 70 years, and here is a similar configuration.

What is it and who, unusually, were its spirited backers?



Member's News

We send our best wishes to Dave Hall who has had a short spell in hospital recently and is now recovering well at home. Hope to see you at our Zoom meeting on Tuesday.

MEDICALS UPDATE

CAA customer portal registration

It is now necessary to use the CAA Customer Portal **if you require an aviation medical with an AME**. The helpful description below of the process comes from Gloster Aviation Medicals, courtesy of Dr Ian Ramsay. Note that the CAA fee was previously paid to the AME along with his/her fee..

Dear Pilots,

The CAA has introduced a new online records system called Cellma which will go live at **8am on Monday 29th March 2021**. (Well, it did go online at 8am on Monday, but crashed a few minutes later!) This means pilots with UK issued licences will need to complete their application forms online rather than on paper. If you have a medical appointment coming up please do the following no later than 10 days before your UK CAA Class 1/2/3/LAPL medical appointment.

→ *1. Register for the CAA portal at <https://portal.caa.co.uk/>*

Please ensure you have pictures or scans of your passport, driving licence and proof of address (bank statement etc.) to hand as you will need to upload these. See <https://www.caa.co.uk/Our-work/About-us/Doing-business-with-the-CAA/Custom-portal/> for more information about what documents are accepted. The user guide is available [here](#):

<https://publicapps.caa.co.uk/docs/33/CAP1902%20CAA%20Customer%20Portal%20Registration%20Guide.pdf>

Click 'Apply to Use these Services' and then click on the 'Medical' link. Please do not apply for the 'Medical as a medical professional' service as this is for AMEs only. You will receive email confirmation from the CAA once your registration has been verified, this can take up to 10 days at the moment.

→ *2. Fill out the CAA application form online*

Prior to your medical you must fill out your application form online through the CAA portal and pay the CAA fee, please see the Applicant Guide here:

<https://gloster-files.s3-eu-west-1.amazonaws.com/Cellma+Applicant+User+Guide+.pdf>.

We can alter your form during your medical examination and add medical history items if needed. Please be aware if you have not paid the CAA fee online we cannot access your application form, and therefore cannot do your medical.

For problems with registration please contact the CAA directly on 0330 022 1972.

Kind regards,

Gloster Aviation Medicals

Drs Ian and Emma Ramsay, Gloster Aviation Medicals, 1st Floor Hangar SE43, Gloucestershire Airport, Staverton, GL51 6SP, UK

Monday - Thursday 09.30 - 18.00, Friday 09.30 - 14.00

T: 01452 712212

The CAA fee was previously paid to the AME along with his/her fee.

NB: From Trevor

Those of you who have applied for an Electronic Conspicuity rebate will already have an account; for the rest of you, as setting up the account is not an instant process but involves providing appropriate identity information to the CAA and awaiting its verification, you should do this well in advance of an AME appointment. The process is described in [CAP1902](#), the Customer Portal Registration Guide.

Where to go?

But only if you feel confident that you are 'up to standard'

Flyer: Cumbernauld, Easter, Holmbeck, Llanbedr, Middlezoy, Yatesbury (microlights only).

Light Aviation: Withdrawn for now due to Covid-19.

La Vue, c'est la Vie

by Graham Clark

We once again have another lesson to learn from Pilot X. Printed with kind permission from Flyer Magazine and many thanks to Graham.

Pilot X had every reason to be looking forward to a half hour 'round the houses' local flight with a mate from the grass airfield that was run by the local gliding club. Their flight late on this April afternoon was to be in that popular gliding club workhorse the Scheibe SF25C; popular because this side-by-side self-launching motor glider is great for teaching field landings and cross-country navigation.

But today, they had no such intention. They just wanted to get a refresher half-hour in the logbook and remain current on the club aircraft. The weather was wall-to-wall VFR, with fair weather cumulus and a gentle southerly breeze. All the gliding club aircraft were aloft. In fact, the weather was so good that most of them had been up for several hours. On a fine day such as this, circuit glider training with student pilots was a complete waste of a good day; much better just to climb to the cloudbase and enjoy the view.

Pilot X was well experienced on the Scheibe 25C motor glider with over 230 hours and was a regular at this airfield. So he knew how the TMG and glider operations worked seamlessly together. It was dead easy: 'steam gives way to sail'.

Given the great weather, X had to wait his turn for the Scheibe 25C, so it wasn't until late afternoon that the preceding joy-rider pilot landed, did the paperwork and handed over the key. X completed a pre-flight external check, topped up the tank, paid the customary precautionary visit to the comfort station and then they climbed in. Engine start-up and warm, radios on etc.

After holding briefly, to allow a sailplane on final approach to land on grass runway 18 and then roll clear after touchdown, Pilot X lined up and let the 80 hp air-cooled Limbach under its wide, red cowling give its all. Off they went south into the late afternoon sun and began a semi-circular track to the west which half an hour later gradually brought them back north towards the 090 base leg, north of the airfield.

As per standing instructions, Pilot X advised the FISO of his impending return via the base leg for a right turn to Runway 18, followed a few seconds later by a glider pilot reporting base leg for a left turn to the same runway

This SF25C is a very simple TMG, and so there is not a lot to do with pre-landing checks. The landing gear is fixed, as is the prop. So almost half the standard BUMPF landing checks – Brakes OFF, Undercarriage DOWN, Mixture RICH, Pitch FINE, Fuel ON, Hatches and Harness SECURE and sufficient to go around again – were redundant.

Descending to circuit height, Pilot X now needed to focus on his final turn to approach 18 from the 090 base at the right speed and height. A bit of speed here was vital, because with a slow 18-metre glider wing section, in the final turn the inner wing could drop below the stall speed, while the outer wing was still flying. At 500 ft, this could result in a spin and no recovery.

Checking his ASI and altimeter at frequent intervals, X continued along the base leg and prepared to turn right for his approach to Runway 18. On completion of the final turn he heard radio calls which he took to be the usual circuit background chatter, but X was now focused on the approach and landing, squinting his eyes towards the low ball of fire in the sky. He was down to about 50 feet and had his sights fixed firmly on the touchdown point. But the calls became more urgent, when at about 20 ft above the runway X suddenly realised that he was the intended recipient: "GO IMMEDIATE RIGHT!" came the FISO's urgent shouted tones. X responded by giving full power with the intention of initiating a go-around, but it was too late. There was an almighty bang. The TMG was no longer under X's control and made a very heavy landing with the engine running at full power, then swerving left off the grass runway into a line of trees where it was reduced to matchwood, but happily leaving both occupants uninjured in their steel tube fuselage.

X and his friend climbed hastily from the wreck and looking back to the runway, saw persons running towards a sailplane that had evidently just landed, and another group running towards his crashed Scheibe.

So what had happened? Late in the afternoon when the thermals start to weaken and a glider pilot's thoughts turn to home and a cup of coffee, the pilot of an LS4-B sailplane was flying 270 back to the airfield's base leg, head-on to the Scheibe. As (not) seen from the Scheibe, the LS4-B presented a very small frontal view to the TMG crew. Neither pilot saw the other. On approach, the Scheibe was flying faster than the slightly higher sailplane and was in the glider pilot's blind spot, while X's vision was focused like the glider pilot on the runway touchdown point.

Whether the two collided because the glider pilot pulled his airbrakes to lose height and land, or because the Scheibe fin smashed into the glider wing trailing edge, makes no difference. The final result was the same: minor damage to the LS4-B and the Scheibe written off.

So what of the radio chatter? While on base leg, the FISO had asked X whether he had seen the glider, but received no answer. Further calls advising X to manoeuvre clear of the sailplane and go round again went unanswered. Witnesses later stated that when the Scheibe was within about 50 ft of the ground, it sped up and flew under the sailplane, with the fin and rudder hitting the trailing edge of the glider's right wing.

QUESTIONS

What was X's first mistake?

What was X's Second Mistake?

What was X's Third Mistake?

CAA ETC UPDATES

"A couple of updated ORS4s for your consideration:

[ORS4 No.1477: \(UK\) Standardised European Rules of the Air - Visual Flight Rules \(VFR\) and Special VFR Flight at Night](#)

[ORS4 No.1479: \(UK\) Standardised European Rules of the Air - Exceptions to the Minimum Height Requirements](#)

To support the safe return to flying now that COVID-19 national lockdown restrictions are easing, the UK CAA's General Aviation Unit (GAU) is now publicising [GA Safety Promotion Events](#) on the CAA website."

Also see:

[Safety Notice SN-2021/009](#) which draws attention to the differing dates in the present roadmap for lockdown in respect of non-professional GA solo flight and flight with an instructor (29 March and 12 April), and advises any GA pilot who has not flown for an extended period of time to take a check flight with an instructor before resuming flying as Pilot-in-Command. It also mentions that the CAA is working on an extension to General Exemptions Nos 1416 and 1418 until the end of July 2021 in order to smooth out the inevitable demand for examiners in the coming weeks and months. As those exemptions relate to the terms for revalidation by experience, this doesn't appear to be offering any alleviation for those whose ratings have already expired and who therefore need to renew them by flight with an examiner.

And yet another link, this time a **video from GASCo**, to help your safe return to flight:

This short course will be a useful step in your preparation and revision of the basics including threat and error management.

The course is absolutely free. Just follow this link: <http://ispri.ng/9m669>

Infringement

Version 3 of the CAA Skyway Code has just been issued - see www.caa.co.uk/skywaycode. This version includes: Changes reflecting the UK's departure from the EU

- Updates to all aeronautical information, including radio frequencies and frequency monitoring codes
- Radiotelephony exchanges updated to reflect latest CAP 413 guidance
- Enhanced guidance for the use of moving map devices and avoiding airspace infringements
- Introduction to Electronic Conspicuity updated to reflect recent developments
- Introduction to Unmanned Aerial Systems (UAS) added
- Description of 'Just Culture' for GA added

ELECTRONIC CONSPICUITY FUNDING

There's still some money left! The CAA has extended the Electronic Conspicuity equipment rebate scheme until 30 September (or the funding runs out) - see [here](#)

Pilot X answers:

1. What was X's first mistake?

As one familiar with sailplane operations, he should have known that more sailplanes would be returning to land in the late afternoon, and maintain a heightened airspace scan when approaching the airfield.

2. What was X's Second Mistake?

X failed to maintain a proper listening watch on the radio.

3. What was X's Third Mistake?

X failed to use the glider pilot's position report to adjust his own approach to avoid possible conflict.