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# Brissle Strutter



Newsletter of the LAA Bristol Strut

DECEMBER 2022

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## Next Meetings

For our Christmas meeting, we are planning an informal meal at The Eastfield Inn, 219 Henleaze Road, at 19:00 on 6 December. If you haven't already advised Neville that you wish to attend, please do so soonest.

January: our usual look back at what we did in 2022 and a discussion on the way ahead for the Strut. Neville recently sent a request for your views on the latter and has received some useful responses—but would welcome more! Note that the meeting has been moved to **Wednesday 11 January**.

February: Fiona Macaskill on the Guinness record flight for the number of airfields in 12 hours.

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## Last Month's Meetings

No meeting in BAWA Room 4, but rather a special pair of events. Once again we took on the Bristol Aero Club at skittles—and once again we lost, to maintain an unbroken record.

Perhaps next year.....



The second event of the month was a visit to Retro Track and Air at Dursley, With CAA accreditation for design, production, maintenance and continuing airworthiness, they offer an impressive capability for support of historic piston engines, in particular the BBMF and Navy Wings, some other world air force memorial flights and the growing fleet of commercial two-seat Spitfire operations in the UK. They have the competence to reverse engineer critical parts, and while mainly working with metal also have the capability for rebuild of wooden aircraft. An outstanding demonstration of precision engineering—but also an amazing wealth of knowledge and experience!

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## Picture Quiz

Last month's picture was of a Swiss F+W C-3605 Schlepp target towing aircraft. Correct answer from Phil Mathews. Not often one sees an aircraft with as much in front of the pilot as behind him.



Though it has been done before! Who, where and when?

## From my Dad's Notebook by Neville Parton

In the last newsletter Neville wrote: *The next aircraft was something a little more mundane – although Dad's trip again was a bombing sortie!*

Again Phil Mathews has the answer. Neville advises "Last month's aircraft was – as many of you I'm sure knew – a Percival Provost T1. My father's trip on the 24<sup>th</sup> September 1954 consisted of a 45 minute practice bombing sortie, involving 8 x 25 lb practice bombs – and was flown at about the time that the Provost had completely replaced its predecessor (the Prentice) in RAF service. Around 460 aircraft were built, and interestingly a number of University Air Squadrons were equipped with the type in the 1950s.



On to this month's offering – the last from my Dad's logbook. A well known-type, and one that my father would go on to work much more closely with in his RAF career after he left A&AEE in 1962. Bonus points if you can identify the Mark of aircraft – and explain why!"



As this brings to a close Neville's search through his father's logbook, the editor would welcome articles for future newsletters, including Picture Quiz items—otherwise the Newsletter may shrink!



On a historical note, if you have some idle minutes over the holiday period, you might like to browse through the [video archives](#) of the Farnborough Air Sciences Trust (FAST) . Thanks to John Secker for alerting me to this.



## Where to go in December

### Free landing vouchers:

Light Aviation: Henstridge (weekends), Peterborough Conington (half price); Sherburn-in-Elmet

### Events:

**10 December**—Compton Abbas Christmas Fly-In. Free mince pies and Christmas coffees to visiting pilots! But only if you dress up in your finest Christmas attire.

**13 December**—the latest in the Bristol Aero Talks series will look at the landing gear related incident that occurred to Virgin Atlantic A340 G-VSKY at Heathrow on 5<sup>th</sup> November 1997. **Alan Simmons and Anne Evans** (both Engineering Investigators with the Air Accidents Investigation Branch at the time) and **John Dunne** (then flight safety manager of Virgin Atlantic Airways) will tell you why this happened, what happened next and what was done to prevent it from happening again. Aerospace Bristol, Hayes Way, Patchway, BS34 5BZ, 19:15.

And to start the New Year:

**1 January** — New Year's Day fly-in, Bodmin

## Information from the CAA and other sources

The CAA has issued [the first of a new series of Occurrence Reports](#) looking at real-life MORs, particularly in the light of the Just Culture approach being followed by the CAA. A little unfortunate that its description of the markings that caused the problem is rather obscure.

I advised you earlier this month of the CAA's "once in a generation consultation on proposals to simplify GA pilot licensing and training" - details [here](#). The consultation runs to 16 December—but start thinking about it sooner, this will affect all of us. There will be a variety of situations amongst us—for example I have three UK licences— so it is important that you say what principles you would wish to see followed in the simplification.

If you haven't already done so, there is just time before 5 December to respond to the CAA consultation on the [Pilot Medical Declaration](#). As mentioned last month, there are some flaws in the questionnaire. But it is your chance to submit your views on a facility which gives considerable and easy opportunity to meet flying medical requirements compared with what was available some years ago.

You can now complete the [CA1 Registration of Aircraft or Change of Ownership form](#) online, removing the need to print, sign and post paperwork to the CAA. The CA71 form to change the details of an aircraft's ownership will also shortly move online.

A couple of infringement avoidance items from the CAA:

- [hot spot narrative on the South Wales Pendine Danger Area](#)

- GASC's next [infringement avoidance webinar](#) on **Monday 5 December** will introduce new material and the planning exercise will be based on a transit of the Manchester Low level Route and airspace in the vicinity of the West Midlands and Manchester. Register online: [Airspace Infringement Avoidance Monday 5 December 1900 – 2030 hours](#)

Two updates to the AIRAC cycle this month: 1 December and 29 December; don't forget to keep your electronic databases current.

**Sadly, Steve Slater announced on Friday's LAA Pub Night that he will be retiring as LAA CEO in the Spring. He has been a great ambassador for light aviation and will be much missed from this role.**



## And Finally!

Found on Facebook:

An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h at 30,000 feet, when suddenly a Eurofighter with a Tempo Mach 2 appears. The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus, boring flight isn't it? Now have a look here!" He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, and then swoops down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks: "Well, how was that?"

The Airbus pilot answers: "Very impressive, but watch this!" The jet pilot watches the Airbus, but nothing happens. It continues to fly straight, at the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that? Confused, the jet pilot asks, "What did you do?"

The Airbus pilot laughs and says: "I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."

The moral of the story is: When you're young, speed and adrenaline seems to be great. But as you get older and wiser, you learn that comfort and peace are more important.



I forgot to have my MEP rating revalidated, so I'm down to one reindeer this year!

Wishing all our readers a very  
**Happy Christmas**  
followed by a  
**healthy and peaceful New Year**  
with blue skies and fair winds in 2023