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Brissle Strutter



Newsletter of the LAA Bristol Strut

DECEMBER 2023

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Message from the Chair

Dear Strut members,

It's difficult to believe that we're nearly at the end of the year – but my calendar definitely tells me that it's less than a month to Christmas. And it was great again to see so many members, and some visitors, at the November meeting on Electronic Conspicuity (EC) – an evening which very definitely left everyone better informed in this complex subject area. A fuller report on the evening is elsewhere in the newsletter, but it was interesting to see that the CAA has just published a report on the subject of human factors and EC (see link on page 3) which definitely makes for interesting reading!

I've also got some very exciting news to share – which is that we have a location who have agreed to host a Strut fly-in next year! Oaksey Park will be the venue for our very first Bristol Strut fly-in event, which provides us with a great location to be able to put on such an event. We've still got to settle on a date (primary and reserve), and then we can start to plan for the day itself. We'll have more details together in January – but there will be lots of opportunities for everyone to be involved.

Finally – we will still be going ahead with the Strut Christmas meal on Tuesday 5th December, incorporating a quiz courtesy of Alan – see below.

Best wishes

Neville



This month's meeting ... is a Christmas meal at the Willy Wicket, Badminton Road, Downend, BS36 1DP, at 18:30 on Tuesday 5th December. Neville will email you shortly with payment details.

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Contact Information

Strut Chairman:
Neville Parton
01666 502147
chairman@bristolstrut.uk

Treasurer/Membership Sec:
Alan George
treasurer@bristolstrut.uk

Secretary:
Mary Leader
01275 541572
secretary@bristolstrut.uk

Newsletter Editor:
Trevor Wilcock
newsletter@bristolstrut.uk

Editorial address:
17 Vowles Close
Wraxall
Bristol BS48 1PP

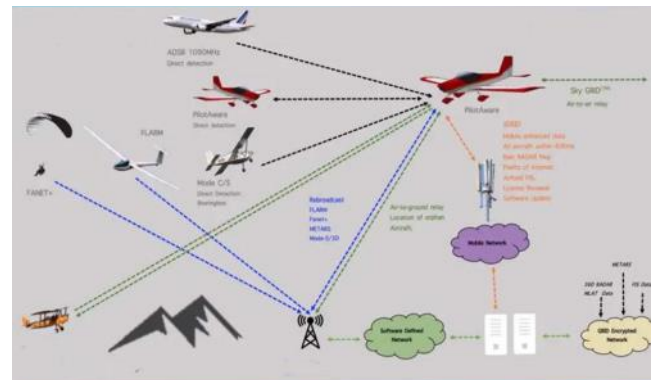
Webmanager:
John Leather
webmanager@bristolstrut.uk

Last month's meeting

Keith Vinning of PilotAware (PAW), accompanied by Ashley Vinning, talked to us about the development of electronic conspicuity in general, the problems inherent in a range of methods, and the systems approach developed by PAW over the years to address these problems. Keith explained that, while there were calls for a standard equipment that would provide a universal air-to-air opportunity for EC, this was not practicable for a number of reasons, amongst them:

- bandwidth limitations of the airband ADSB
- signal obscuration from aerial placement and aircraft attitude
- the special needs of particular users, eg gliders manoeuvring in close proximity
- single points of failure.

PAW started with a point to point device on an EASA short range frequency band which avoided the costs of certification to Airband standard, but allowed reception of PAW and airband transmissions. The next step was to add the ATOM Grid, a network of ground stations which included the gliding system FLARM; this provided the redundancy of a second communication path and an avoidance of signal obscuration. A further step, SkyGrid, enabled each airborne PAW user to transmit information to other PAW users



including those out of range/line of sight of ATOM Grid – a third signal path. The latest addition - iGRID technology links airborne PAW devices to the PAW servers via the mobile network to ensure greater redundancy and reach, and allowing the addition of additional data provision, eg weather. In summary, Keith explained that a layered approach to EC overcomes the inevitable limitations of a single air-to-air approach.

The growing needs for EC arising from the operation of UAVs has not been neglected; a lightweight PAW unit has been developed. In addition, to address the problems of Beyond Visual Line of Sight UAV operation in shared airspace, PAW and the University of Central Lancashire have demonstrated autonomous UAV flight using PAW information on nearby traffic. There is more information [here](#).

Lastly improved PAW hardware will be announced in the very near future!

Don't forget that if you want to check the output of your EC transmissions over the last 30 days you can use <https://www.pilotaware.com/analysis/vector>, even if you are not a PilotAware user.

Information from the CAA and elsewhere

[CAP 2604](#) - Consultation: Pilot Medical Declaration (PMD) Phase 2 Review – is still open until 4 January. Use the link [here](#) to provide your response.

Earlier this year you may have responded to the CAA consultation on the advance information requirements for international flights (GARs etc). The outcome of the consultation is reported [here](#); some small concessions but no real acknowledgement that in the past many of the problems have been caused by poor information flow inside Border Force.

The CAA have now launched their online Application Form Submission Service on the CAA Customer Portal **for existing PDF applications**. Please read the [Application Form Submission service blog](#) to find out more. This is a phased launch. If the PDF application form that you are using has not updated yet, then please continue to submit this as you do usually; these remaining applications will be updated in the next phase of the project (due to go live at the end of November).

Quite timely in view of the topic of our last meeting: the CAA have commissioned an investigation by GASCo and Jarvis Bagshaw Ltd into the human factors effects of electronic conspicuity devices in UK General Aviation—a very relevant topic whether or not you have EC devices fitted. The quite lengthy report is [here](#), and there is a clear supporting [video](#) of the major points.

Here's [the latest](#) from the CAA on CO detection. If you haven't got some appropriate piece of equipment—**Get it!** It's not expensive and could save your life.

And one more to give you something to read in those idle Christmas moments:

[CHIRP General Aviation Feedback Nov 2023](#) — winter weather and other matters

The next AIRAC update is on 28 December; don't forget to keep your electronic databases current.

Where to go in December *(once you have read CHIRP on winter weather!)*

Light Aviation vouchers: Eshott (free), Peterborough Conington (half price), Sherburn in Elmet (free)

Flyer vouchers: Fowlmere, Halfpenny Green, Henstridge, Perth, Tatenhill,

Tailpiece

"I'm not sure that this is the correct part number – perhaps it's meant for a Mosquito?"

(note the "Do not inflate" scribble!)

