

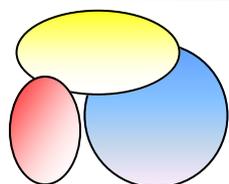


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

December 2020



Next Meeting—A Miscellany

COVID-19 has deprived us of our usual Christmas Quiz gathering, but let's still get together by **Zoom at 19:30 on Tuesday December 1st.**

We are planning a Miscellany for the occasion, an assortment of items a little different from normal.

A short quiz, perhaps, one or two short videos, a chance to discuss topical items such as Electronic Conspicuity (have you claimed your bonus from the DFT/CAA towards your EC Christmas present?) and the licensing position from 1 January. Ron is planning to give us a quick view of the Biennial instructional flight from the instructor's point of view.

Login details will be provided to Strut members by email shortly, so *bring your own mince pies and mulled wine, and enjoy!*

If non-Bristol Strut members wish to join us please contact our Treasurer and Zoom host Neville Parton in advance at: treasurer@bristolstrut.uk and he will send joining details.

Last Month's Meeting—Flying in OZ

A fuller than usual review of our last month's meeting is on page 3.

Where to go? When we are able to fly again!

Flyer: Beverley, Blackbushe, Brighton, Crosland Moor, Fowlmere, Oaksey Park (Mon-Fri)

Light Aviation: Withdrawn for now due to Covid -19.

Future meetings:

Our January Zoom gathering on **5 January** will be our usual review of (somewhat restricted) flying in 2020. If you have some interesting photos from the year, have them ready to display on your PC or laptop and we can screen share with you.

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Picture Quiz

Last month:

This was Trevor's first aircraft share - almost an open-top G-DENS!

Did you identify it without looking it up on G-INFO!?

Well a few of you did this time:

Ron Perry was the first off the mark—he guessed the Topsy Trainer. He might have seen others but knows that there was one in Raymond Kuypers hangar (*that was mine! Trevor*) when 'VE had that engine failure in Belgium

Next was **Pete White**—Topsy B is the aircraft

Then came regular contributor to the picture quiz **Phil Mathews**—That's a Topsy B, one of three I think registered G-AISA, G-AISB and G-AISC. Steve Slater of LAA fame had one for a while and one of them lived at Eastbach for some years back in the sixties/early seventies (that was Steve's 'SA).

Finally our past Quizmaster **Alan George**—I think the picture quiz is a Topsy Trainer



Trevor says: *B or not a B, that is the question!*

I've always known it as a Topsy B, but Wikipedia says that the designation changed from Topsy B to Topsy Trainer in 1938 following some improvements to the build standard.

However G-AISB was first registered in 1947 by the ARB as a Topsy B, one of two operated by the Royal Naval Flying Club from the late '40s to early '50s. It is powered by a 60HP Walter Mikron II, and is now flying in Belgium as OO-EOT. And to complicate matters, G-INFO now shows both 'SA and 'SB as Topsy Trainers - though the ICAO code for the aircraft is TIPB.

Question unanswered!

Again from Trevor for you to think about this month:

#2 of 2 in the series "Aircraft I have part-owned but not flown" - a sleek composite tourer, but not that common. Getting to be a habit - reason this time - the syndicate had 3 aircraft. I was current on two of them, but then moved away from the area. Because of the distance, maintaining currency took time, so when my second aircraft was replaced I didn't convert to this new one.

But what is it?



Flying in OZ in 2019

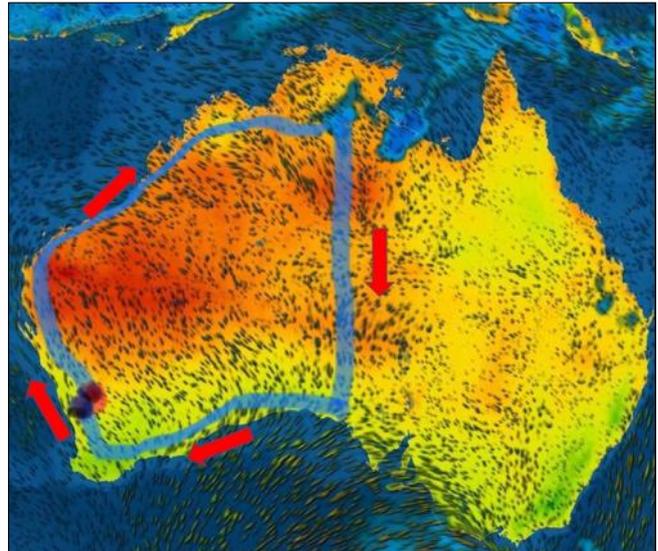
Last month, via the benefits of Zoom, Fiona and Angus Macaskill let us into the wonders of flying in this vast country

The first thing to note is Australia is BIG – the size of the whole of Europe or the whole of North America. They toured the Western side of this continent.

Starting in Perth, having bought a Jabiru J160D in 5 days, and equipped with maps and lifejackets they set off West from Perth (in the South East corner) out to sea to Rottnest Island (about 1.1/2 hours) then back to the mainland and generally followed the coast north and then North East.

Fiona found that booking accommodation on a daily basis over the two week expedition was best as they were never sure if they would have to divert from their general plan. This was the case when bad weather, ie thunderstorms 200 miles away which they could clearly see, prevented them going up to the top of Australia to Darwin so they turned South to Alice Springs. From here they carried out an early morning flight to Uluru to see the spectacular sunrise effect upon the enormous rock. There is a very strict route around the rock flying at 7400 ft and not permitted to fly over the rock itself as it is regarded as a sacred area by the indigenous people.

After that they continued south to turn West then follow the Great Australian Bight crossing state into Western Australia, either stopping at, or passing, Cocklebiddy, Belladonia, Esperance to Bremer Bay in the south western corner of that state. And so eventually back to Perth to round off an exceptional trip.



Sacred Uluru from a distance



Too many flies for comfort so protection needed!



Refuelling the aircraft



Refuelling the pilots....



CAA ETC UPDATES

The CAA issue this document with the Electronic Conspicuity rebate. Some good sound advice

Human Factors Considerations for Electronic Conspicuity Devices

Benefits and issues will vary between electronic conspicuity (EC) devices, these are some ideas to get you thinking.



Rely on your core flying skills



Having an EC device can be a useful safety aide, because it can help you to build a picture of the traffic and airspace around you; but it cannot show you everything. Using a device will not replace your core flying skills such as keeping a good lookout / scan and understanding the airspace conditions and rules.

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Placement

For carry-on devices, make sure your device:



- Is securely placed and cannot become loose in flight, or that parts might fall off.
- Does not impede your actions or any instruments in the cockpit.
- Works with other equipment you may be using .
- Has a fully charged battery that will last for longer than your planned flight and/or a way to re-charge, if required.

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Know your Device

Make sure you understand thoroughly all the benefits and limitations of your particular EC device. Understand what it can and cannot show you and have a goal for the extra information you will need to find through your usual scan. E.g. it might only tell you about other airspace users who have the same device, you might also only be visible to users with the same device.

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Stay Up-to Date

Make sure you keep yourself updated with the latest safety alerts, consultations, rule changes, airspace amendments and more from the CAA's [SkyWise](#).



Include it in your flight planning

Include your device in your flight planning so that you are aware of any changes it may make to the way that you usually do things, where you fly, how you manage risks (such as traffic choke points) and how you will change your plan if the system becomes inoperable.



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Record all events or failures

Ensure you [record all safety events](#) or issues related to using the EC; these could be as serious as an airspace infringement or near miss, or as simple as realising you didn't have the 'full picture'. It is important that we understand how these devices are impacting how we use the airspace and our flying.



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FOR SALE

John Mapplethorpe has been having a clear-out; the following are for sale. If interested please contact John at saljo@tonetel.com (Please note that his address should have the @ sign but it's been replaced with *at* to avoid web crawlers high-jacking it! please use correctly)

6 x Used Champion REM40E Aviation **Spark Plugs**. Cleaned with little evidence of electrode erosion. All but 1 in protective covers. £90.00.

8 US Quarts **Aero Shell** 15W- 40 + 3 US Quarts 80W Straight. £50.00.

Lycoming **Oil Pressure Screen** P/N 62817. In original box. Appears unused. £40.00.

Lycoming 0-320 B2C. 1 Pair **Inlet & Exhaust Valves**. Provenance unknown but clean and reground. £30.00.

Hoses Various: Aeroquip Stainless Steel Braided. 16" x 12mm OD, Aeroquip Fabric. 22" x 12mm OD, Stratoflex 2650 8 Oil/Fuel/Hydraulic. 12" x 20mm OD. All excellent/ new condition. £25.00

Champion CH48110-1 **Spin On Aviation Oil Filter**. £18.00.

ACS A740 72" **Ratchet Control Cable**. Unused £20.00.

Breakers – Various: 1 x 25A ETA Panel Mount, 1 x 5A Klixon, 1 x 2A Klixon £15.00

Wishing all our readers a very

Happy Christmas

followed by a

healthy and peaceful New Year

with blue skies, fair winds and a chance to fly in 2021



TAIL PIECE

No present deliveries this year -
I shouldn't have left my Biennial until so near to November 22nd.

