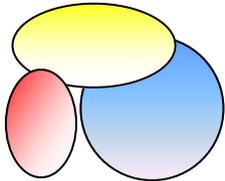




Brissle Strutter



DECEMBER 2021

bristolstrut.uk

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Next Meeting— CHRISTMAS EVENT

For our Christmas-month gathering on **Tuesday 7th December**, please *bring seasonal nibbles to share as usual*. We will have a quiz - but this year acting individually rather than as teams so as to aid social distancing. We will also have some films and a skill test, resurrected from earlier years.

We will gather at BAWA in Room 4 at 7.30 and the festivities will start at 7.45. The bar will be open so do charge your glasses and support the venue.

Quick heads up—our first meeting of 2022 meeting will be on 4th January.



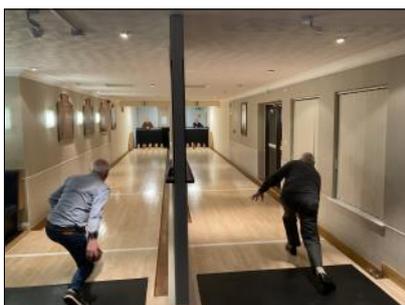
LAST MONTH—SKITTLES MATCH

At last the much deferred skittles match took place at BAWA on 2nd November. There were almost an equal number of attendees from LAA and BAC so only one person obliged by moving teams to even things up.

This was the first time we had used the new skittle alley at BAWA (which was installed during the 2020 lockdown) and it proved to be a really suitable and well laid out venue.

They provided a sumptuous buffet, suiting all dietary needs and we made good use of the bar, which was only outside the ally.

Past matches have seen the LAA on the losing side and we didn't break that tradition! But this year were only 10 points behind the victorious BAC team—who of course justifiably gloated about their continuing successful record! Next year will be ours chaps....



Two alleys in operation at the same time



The team leaders

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Where to go in December?

Flyer : Blackbushe, Brighton, Crosland Moor, Fishburn, Leicester, Halfpenny Green

Light Aviation : Peterborough Conington ½ Price, Sherburn-in-Elmet - free

JANUARY'S OFFERS

Flyer ; Beverley, Cromer, Netherthorpe, Spanhoe, Strathaven

Light Aviation ; None this month – due to magazine space.

Picture Quiz

Last month Trevor has given us a picture quiz with this information:

About 63 years ago, age 15, at Ringway airport, I was asked by the pilot of this particular aircraft to sit in the cockpit and operate the magneto switches while he swung the prop. More recent photo courtesy of Mike Hudson - it looks in better condition now than it did then!

It looks like there was only one entry to last month's picture quiz—and that was from the far south..... Pete White correctly let Trevor know that it is a Fox Moth.

Trevor has followed up with the following information and another photo:

"It's de Havilland DH83C Fox Moth G-AOJH, Canadian-built and imported from Pakistan in 1956. Room for 3 passengers in the cabin. Here's a picture of how it looked as I knew it over 50 years ago."



For this month:

"Here's a rather unusual aircraft, seen at the Stoke Golding informal fly-in in August. A design about 40 years old, but just a sole example in the UK."



CAA Etc UPDATES

Just released: a [consultation on cost sharing regulations for private pilots](#). You have the opportunity to respond until **12th January**; please do so - it's very relevant to our operations.

It's time to think about the different challenges of winter flying. Refresh yourself on [SafetySense Leaflet #3](#)

There is also a new [Safety Sense Leaflet #29](#) on the topic of VFR Moving Map Devices.

Handy Weather Rules of Thumb

By special guest, Charlie Powell; Weather Presenter for ITV West Country

(with kind permission from Charlie Powell and Neil Wilson at Wessex Strut)

My time as a meteorologist over the past decade-and-a-bit has taught me that often it's not about the fiddly science and mathematics so much as how to picture what the weather looks like, and collect a handful of rules of thumb along the way. This is what I use most when it comes to talking about the weather on telly and helps me to break things down a bit more easily for viewers.

I was chatting to Wessex Strut Member Amy Whitewick about some of these back of envelope things and thought the following might be useful to your members.

The first is about fog clearance times.

Sure, you can work this out if you have access to a tephigram but most of us don't, so, assuming we're under high pressure and there are no other factors that'll improve visibility, through autumn you can bet that fog will clear by adding '1' to the month you're in. In October that means 11am. However, a strengthening wind or cloud moving over the top of a fog layer will alter things considerably.

Another rule of thumb to approximate the cloud base is to take the dew point depression (air temperature minus dew point temperature) and multiply by 400. This is spookily accurate if you find yourself sparse on observations.

I couldn't let this section go without *some* science though, so a really simple thing to remember is something called "Buys Ballot's Law". In the northern hemisphere, with your back to the wind, low pressure will be to your left and high pressure to your right. It's a useful tool to think about what might be coming your way over the next few hours or days.



Safe flights!

Charlie Powell

Weather Presenter

ITV West Country

Thanks to Devon Strut for the following article which was reused following the sad demise of one of their members trying to get back in to an airfield from being stuck in or above cloud. Used with permission.

How long can a pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact? Researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty student "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals. The outcome differed in only one respect; the time required until control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was **178 seconds** - two seconds short of three minutes.

Here's the fatal scenario

The sky is overcast and the visibility is poor. That reported five mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter tells you that you are at 1500 feet but your map tells you that there's local terrain as high as 1200 feet. There might be a mast nearby because you're not sure how far off course you are. But you've flown into worse weather than this, so press on.

You find yourself unconsciously easing back just a bit on the controls to clear those masts. With no warning, you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You try to swallow, only to find your mouth dry. Now you realise you should have waited for better weather. The appointment was important, but not all that important. Somewhere a voice is saying, "You've had it, it's all over!".

You now have 178 seconds to live

Your aircraft feels on even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but now your compass is turning a little faster and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You're sure that this is just a bad spot. You'll break out in a few minutes, but you don't have a few minutes left.

You now have 100 seconds to live

You glance at your altimeter and you are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red and the airspeed, nearly so.

You have 45 seconds to live

Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. You can hear the wind tearing at the aircraft.

You are about to meet your Maker; you have 10 seconds to live. Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at a weird angle because you're almost inverted. You open your mouth to scream but you just ran out of seconds.

Think about it before you press on into marginal weather.

HMRC UPDATE

"Bad News, Good News from HMRC

Bad news: From 1st Jan 2022 there will be a requirement to submit a GAR for flights from UK to the EU as well as for a returning flight.

Good news (for some): the time period for submission of a GAR **has been changed from at least 4 hours prior to arrival to at least 2 hours before departure.**

Good news (if you are not already aware of the facility): reports can be submitted, and edited, online for free through HMRC's [Submit a GAR](#) portal.

There is no change to the existing requirements for flights to/from the Channel Islands, NI and the rest of the world, including reporting timeframes and requirements under the Terrorism Act 2000."

World Pedal Plane Gatherings

The UK has an annual competition of gathering as many pedal planes together in one place as possible, with our esteemed colleagues in the USA - the EAA (Experimental Aircraft Association).

The UK first set the trend going in September 2015, when YES (Co-ordinated by Andre Faehndrich) gathered 15x pedal planes at the Brooklands Museum Aviation Day.

With no event in 2016, YES upped the ante in October 2017 with 24x pedal planes.

The EAA then joined in and at Oshkosh in July 2018 they gathered 28x pedal planes. In September 2018, YES then gathered 31x pedal planes together, and took the record back.

The EAA then tried for a Guinness World Record attempt at Oshkosh in July 2019, and gathered 53x together, so the record then remains with the USA.

YES then managed 19x in Brooklands in September 2019.

With COVID, both the Oshkosh July 2020 and the later that year UK attempts were both postponed.

Covid continued to cause disruption and once again Oshkosh 2021 and a possible attempt at an Australian record at the Australian International Airshow and Aerospace & Defence Exposition in Avalon on 23rd to 28th November 2021 also fell victim to continued restrictions.

Latest News -

The UK will take on and hopefully beat the current record gathering of 53x, at Old Warden on **Wednesday December 29th 2021**, in another combination YES/The Plane Guy event.

Having the UK gathering in December, means that in future, each side of the Atlantic retains their record for 6 months each, rather than 9-10 months (for the UK) and 2-3 months (for the USA) previously.

Andre reckons there are approximately 70 to 75 pedal planes active in the UK, and so if you want to come along to help bring the record back to the UK, then please contact Andre Faehndrich directly by e-mail on andre.faehndrich@ntlworld.com

Andre would like to thank Mike Clews and The Joystick Club (www.joystickclub.co.uk/) at White Waltham for their huge support at the UK events over the years and we look forward to taking the record back to the UK on **29th December 2021 @ Shuttleworth Trust, Old Walden Airfield**

CONTACT THE PLANE GUY on 07952-711869



TAIL PIECE



Wishing all our readers a very

Happy Christmas

followed by a

healthy and peaceful New Year

with blue skies and fair winds in 2022

