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# Brissle Strutter



Newsletter of the LAA Bristol Strut

FEBRUARY 2023

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## Message from the Chair

Well it's been a bit of a mixed bag flying-wise in January, with mostly 'orrible weather – and then suddenly a few days of glorious sunshine, with what seems like everyone trying to get airborne – despite the very soggy ground conditions on most grass runways! However, the weather didn't disturb our first activity of the year – an online meeting on Zoom to consider the paper on the future of the Strut and proposed programme for the year, based on the feedback that many of you provided. Whilst the turn-out was a little on the low side, despite being made more accessible by holding it online, we did have a good discussion about the challenges the Strut faced, the feedback that has been received, and the proposed programme for the year – which is included with the distribution of this newsletter to Strut members. You will see that we've gone for a broader range of activities, and are making most of our 'darker month' activities hybrid – so online for those who don't wish to travel, and in person for those who like a pint and a natter before and after the meeting. Our first opportunity to try this out will be for the February meeting, where we will hear about Fiona and Angus Macaskill's 2020 Guinness World Record flight (see next page)– and it would be great to see as many of you with us as possible!

You'll also see from the programme that there is a range of other activities to participate in as well, including fly-outs during the lighter months, some more social activities, and hopefully a Strut fly-in over the summer. Delivering all this will take more than just the committee members, and it would be great to have a few volunteers to help with the fly-in in particular – beginning with some leg-work to find out where might be a suitable location to hold the event. I'll put some more details in the next newsletter, but basically we need an airfield that's big enough for (hopefully) 20-30 aircraft to fly in, and for us to host some kind of social activity (BBQ?) – so ideally with toilet facilities and a suitable area – and of course with an owner who's willing for us to use the site. So – if you have any contacts, or ideas – or both – we could do with your help. I'm really looking forward to trying some new things this year (or rediscovering activities that the Strut has done in the past!), and hope that we will be able to involve all members at some point during the year. Oh – and don't forget Steve Slater's challenge of bringing someone else along to an activity as a potential Strut member (see the Strut Chairs Meeting report on page 3).

Finally – the annual membership renewals are being sent out, and it would be great (a) if folk can pay them promptly to reduce the admin burden of chasing non-payers over the next few months, and (b) if there was a volunteer to take on the Treasurer role, as undertaking both that and the Chair role is quite time-consuming!

Happy landings!

Neville

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## Contact Information

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

Treasurer/Membership Sec:  
As above, pending  
new appointment  
treasurer@bristolstrut.uk

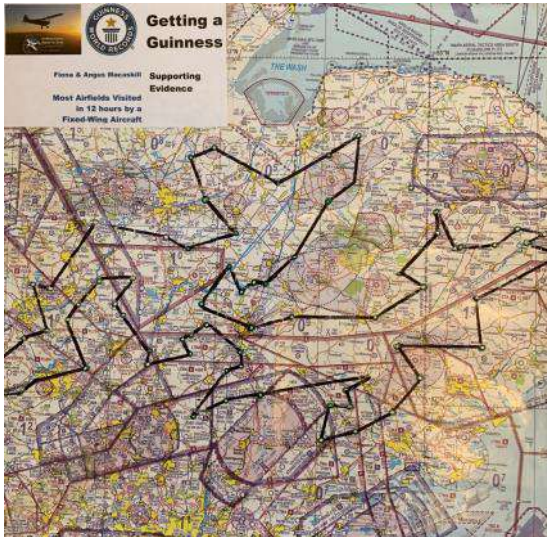
Secretary:  
Mary Leader  
01275 541572  
secretary@bristolstrut.uk

Newsletter Editor:  
Trevor Wilcock  
newsletter@bristolstrut.uk  
Editorial address:  
17 Vowles Close  
Wraxall  
Bristol BS48 1PP

Webmanager:  
John Leather  
webmanager@bristolstrut.uk

## Next meeting

On Tuesday 7 February we will hear how in 2020 Fiona and Angus Macaskill achieved the Guinness World Record for the number of airfields visited in 12 hours. We will gather at BAWA in Room 4 at 7.30 and the talk will start at 7.45. The bar will be open so do charge your glasses and support the venue. For this meeting we will trial a hybrid approach, with online access by Zoom available to those unable to attend at BAWA; the link for this will be circulated to members when available.



## Picture Quiz

Last month's picture was of Hanley William airfield, Shropshire—interestingly undulating! Just one (correct) answer, from Alan George.



Somewhere easier this month to check that you're not asleep. Answers to the editor, please.



## Information from the CAA and other sources

The CAA is publishing a refreshed [Airspace Modernisation Strategy](#), bringing it up to date and widening its scope, in particular:

- to extend the strategy out to 2040
- to maintain and, where possible, improve the UK's high levels of aviation safety
- to focus on integrating all airspace users with simpler airspace design and supporting regulations
- to align with the ICAO Global Air Navigation Plan and provide a clear strategic path for rulemaking, now the UK has left the EU and EASA.
- to introduce environmental sustainability as an overarching principle across all modernisation activities

The Strategy is available [here](#)—a lengthy document; I have glanced only at pp 74-75! Some light reading for these winter months.

**Rule 11** has been discussed again on the *Flyer Forum*—the requirement to contact an aerodrome with an ATZ in respect of entering and leaving the Zone. One particular element is the requirement to communicate by radio (if fitted) “on entering the ATZ **and immediately prior to leaving it.**” The Forum references this 2020 [brief from the CAA](#), which I had not noticed before. Of particular interest is this statement “When departing: call when, or as soon as possible, exiting the ATZ with your position and height.” So it's good to hear that the CAA considers that “immediately prior” is the same as “when, or as soon as possible”. I just hope those aerodromes raising MORs in respect of Rule 11 infringements are aware of it! Perhaps it would make sense to align Rule 11 with this brief.

There is an update from the CAA [here](#) on work carried out in 4th quarter 2022 with the GA community.

The next AIRAC update is on 23 February; don't forget to keep your electronic databases current.

## LAA Strut Chair meeting—report from Neville

The meeting of Strut Chairs was held online on 7<sup>th</sup> January 2023, with all Struts represented – including one that's in the process of trying to re-launch. The LAA CEO, Steve Slater, gave a general introduction on the state of the LAA, noting that membership has continued to rise (up by 100 over the last 10 years, despite the ageing demographic), and with the number of aircraft managed by the LAA holding steady at just over 2700 (up by 250 over the last 5 years). However, the age demographic is one aspect that can't be ignored, and there is a real need to draw in younger members if the LAA is going to last into the future.

Steve also noted that whilst Struts in the round only made up 25% of the LAA's membership, they were responsible for 75% of the activities – or in other words, the Struts are the engine room of the LAA. His challenge was to invite every current LAA member to try and recruit a new member this year (or at least bring one along to a Strut meeting), and the most fertile recruiting ground was flying clubs, where 40% of new members came from. It was heartening to hear that over the last 7 years there had been a steady growth in the number of female members and greater ethnic diversity, with 25% of attendees at the virtual pub nights being ladies. However, given the link between aircraft ownership (still largely male) and LAA membership, the route to greater diversity and lowering the demographic is almost certainly best to be addressed by recruiting new members from flying schools – although youth activities, based around the Youth and Education Support (TES) Strut and STEM (Science, Technology, Engineering and Mathematics) activity were also a valuable longer-term approach.

I've tried to reflect elements of the above in our 2023 programme, which I am hoping all Strut members will help in delivering – no matter how large or small the contribution!

## Where to go in February

### Landing vouchers

LAA *Light Aviation*: Blackpool (discounted landing), Elstree (discounted landing), Eshott

*Flyer*: Blackpool (discounted landing)

And if you are flying at this time of year, with the risk of fog, it's worth (re)reading this account from the *Flyer Forum* of a fast-developing fog: <https://forums.flyer.co.uk/viewtopic.php?f=1&t=80660> item #1125159 on page 2; the rest of the thread is also worth reading.

### Events

There is a talk by Tony Buttler (Aviation Historian and Author) on "Creating Concorde" at the John James Theatre, Aerospace Bristol on Thursday February 23rd at 5:15 pm.

## Permit revalidation—revised process

In this month's *Light Aviation* Jon Viner gives an introduction to the revision, which introduces separate forms for the check flight (which can be done before the permit inspection), the application and the inspector's airworthiness review. The scope is largely the same, though I note explicit requirements to check transponder function for correct readout and flap lowering/raising at the maximum placarded speed. There is more formalisation, particularly in the inspector's report, so it will pay to have your paperwork in order, eg maintenance schedule and a record of it having been actioned. Forms can be submitted electronically. A fuller description is available on the LAA website in Technical Leaflet TL 2.00.

## And Finally!

Congratulations to our CEO Steve Slater on his award of the MBE in the New Year's Honours list for services to diversity in the aviation industry, reflecting his work with everything from vintage aviation to the latest eVTOL types, as well as his support of organisations such as the British Womens' Pilots Association and Aerobility, and developing LAA initiatives to encourage young peoples' interest in flying.

These include working with LAA Struts and Member Clubs to develop young peoples' aviation adventure days, build-a-plane projects, aviation art competitions at air shows and also expanding the LAA's Armstrong Isaacs Bursary scheme to support more young student pilots from all backgrounds in achieving their flying goals. In addition, Stephen co-authored the book "An Airfield Adventure" for 7- to 11-year-olds, to explain what goes on at small airfields.

Steve has been particularly active in promoting light aviation in discussions with the CAA and DfT. He has announced his intention to step down from his CEO position this spring; he will be much missed.