

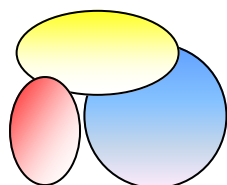


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

February 2021



Next Meeting—ILAFFT

This month we will be holding a home brew (both in meeting content and your own liquid refreshment choice!) evening. Once again it will be held via Zoom and The main subject will be:

I Learned About Flying From That.

So if you have any lessons learned which you would be prepared to share with our strut members (there's no need to be embarrassed—we've all done something which we wish we'd rather forget) then do be prepare to say a few words about it and particularly emphasise the lessons learned. No longer than 5 minutes per incident - and often a minute or two may be enough. By all means have a picture or two ready to illustrate, and Neville will pass Share Screen to you - or you can provide material to him in advance for him to act as your projectionist.

Login details will be provided to Strut members by email along with this newsletter .

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

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

Flyer: Cumbernauld, Holmbeck, Llanbedr, Longside, Netherthorpe, Sandown

Light Aviation: Withdrawn for now due to Covid-19.

Vertical Aerospace Talk

February 16th from 4 to 5 pm and access will be via the RAeS website Events Calendar.

Last Month's Meeting—Review of the year

As usual our first meeting of the year discussed activities of the previous year - with both the meeting (Zoom, of course) and the activities affected by Covid. However we did manage to hear about some interesting trips, ranging from the Orkneys to Lundy, and several airstrips visited for the first time.

The Pooley's Dawn till Dusk event came up with a brief overview of Fiona and Angus's World Record 'Airfields in 12 hours' and Neville's 2021 plans for RAF stations at which his family served. We also viewed construction of Chris's self-built hangar and heard about new developments from the Pilot-Aware/ATOM Grid teams which give access to all Electronic Conspicuity users to monitor reception of their output by ground stations.

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Picture Quiz

Last month:

Trevor set us the 3rd aircraft he has owned but not flown.

Do you know what it is?

The usual 3 contributors were correct:

Pete White, Alan George and Phil Mathews:

Alan said: *Picture quiz is a Jurca Sirocco, probably Phil Mathews will get it as he is the only person I know who has flown one.*

And was nearly correct because Phil then sent in:

I'll go for a fixed gear Jurca Sirocco. Think the only one in the UK flying at the moment is that owned by Pete Watts, based at Kemble.

A nice machine to fly but a glide ratio of a small brick. You need to be a certain size to fit in the back cockpit.

Then for this month:

For a change Phil has sent us this picture to test our grey cells.

(The picture is a little bit grainy but then it is an old one! Ed)

What is it

When and where was it built

Which film did it star in?



LAST MONTH'S PARADOX

PLANE CRASH

Thanks to those who offered answers to the paradox of how Alfie Huberman's plane crash caused not injury and nobody around took any notice. There were some very good suggestions, all very viable but the solution printed in the book is that Alfie's Piper Apache was a remote-controlled model.

Actually it sparked a comment and memory for Dave Hall who wrote:

On the puzzle, it seems likely that Alfie dreamed it all, as the day was said to be perfect, and we've not had anything like a perfect day for flying for ages! It's a typical nightmare scenario when about to take a new toy out to play. Back in 1966 I dreamed my Beetle had been trampled on by a platoon of Nazi soldiers. Now it just looks like it, in pieces undergoing repair and 'restoration' in the carport.

CHEWING THE CUD by Graham Clark

We once again have another lesson to learn from Pilot X. Printed with kind permission from Flyer Magazine and many thanks to Graham.

Pilot X was looking forward to this day. The forecast was good and he was due to fly his new toy, a jewel of a little Jodel D112 which although not new by any means, was sound as a bell and had a spick and span engine that ran like a Swiss watch. He had plenty of experience on other Jodels, but had operated mostly out of either large grass airfields, or strips with few obstructions. He had also flown this particular aeroplane a few times before from a decent-sized airfield, and was now about to embark on operation from a new location from which the previous owner had operated safely for several years.

Pilot X packed his flask, sandwiches, headset, flight bag, donned a pair of hiking shoes for the grass airfield, grabbed his beanie hat and sunnies, and headed off to the strip. He had seen the 800-metre E/W strip twice before from the ground and had walked it from end-to-end. He was well aware that it posed certain challenges. The most obvious of these were trees at the east end; also both sides north and south and parallel to the undulating strip. "It should be no problem", he reasoned. "So let's get going. Can do."

On arrival at the strip he was rather concerned to find that the north perimeter margin had been fenced off with an electric wire for horse grazing, and the south margin likewise with an electric wire, to graze half a dozen cattle, leaving a runway 800 metres long and about 40 metres wide where it mattered. Pilot X looked at the windsock with a slight crosswind and reckoned it should be okay. He had operated another Jodel many times from airfields smaller than that.

There being nobody else about, he dragged the Jodel from the hangar by himself and then shut the doors. Following the pre-flight inspection, he climbed in and engaged his brain for the flight to another airfield to gain some more general handling experience and try a few landings, before returning to the challenge of the narrow strip.

In spite of the slight northerly crosswind, take-off in the westerly direction was no problem; the little D112 did exactly as it was told and soon the happy Jodel Jockey was singing his way off towards a large lump of uncontrolled airspace, watching out for like-minded pleasure seekers. Everything was normal so at the end of the day and a few landings later at other airfields, Pilot X headed back towards his new base.

Arriving overhead he first took a look at the windsock, whose location near the north line of trees was not exactly ideal, so Pilot X was unsure whether to place much credence in the limp angle of dangle. He was more inclined to factor into his deliberations the wind just reported from a nearby licensed airfield.

"First things first", he thought. "Let's try a dummy approach from west to east and see what happens". So he set up for a downwind join to 09: trees on the left, trees on the right, trees at the far end of the runway with the bump half way

along: "Don't want to touch down in the dip". Having the deliberate intention of making this a dummy approach and go-around – and avoid the trees at the far end – Pilot X was deliberately a bit high. When down to about 50 feet he gave full power again for the go-around.

The next approach would be for real. Out of habit: carb heat HOT, brakes OFF, gear DOWN, mixture RICH, pitch FINE, hatches and harness SECURE. When downwind, he could not see the runway, which was obscured by the treetops, so had to guess where to turn base. There was no other traffic to be seen either in the air or on the ground, so X bit the bullet and turned right to base leg. Moments later, the narrow grass runway came into view and he turned final, allowing the Jodel to slow and sink on a stabilised powered approach. To get it down required descending below tree height in a gentle right hand bend prior to the dip in the runway, and then dropping it at the right speed onto the top of the rise. This was a one-way ticket, with no go-around possible; a bit like a French altiport, of which he had zero experience.

He was acutely aware of the dip in the runway about 500 yards before the rise, but with his scan now focused on the hump, he added a trickle of power so as not to hit the rising turf. The Jodel touched down, but was obviously too fast and now running down a slope towards the trees and hangar. Nearly there! X kept the stick fully back and needed full braking action. On this aircraft the rudder pedals are well spaced however with the brake pedals located immediately between, each separated from the other by a gap of only half an inch.

X's unpractised brake response resulted in a sharp right turn, and he was suddenly aware that the perimeter electric fence was wrapping itself around the prop hub. Switches and fuel were OFF in a flash, and everything stopped, except for the curious gaze of half a dozen cattle.

Now X reads his accident reports, and knew that cattle – of which he had no experience – have no respect whatsoever for the fabric of an aeroplane invading their personal grazing space. For the next half hour X was kept running from port to starboard, nose to tail in an effort to simultaneously unwind the wire from the prop and defend his toy from the upper and lower mandibles of curious pot roast. Eventually, the beasts lost interest and strolled off to pastures new and cause trouble elsewhere. X disentangled his slightly scratched mount with dented pride and reflected on the error of his ways, with still no help around to put things and animals back where they plainly belonged. Thereby hangs another tail. Conclusion: could do better. Hope nobody saw.

Questions:

What was X's first mistake?

What was his second mistake?

What was his third mistake?

TALK BY VERTICAL AEROSPACE

*Following on from general discussion during our last (virtual) strut meeting Chris Wright has send in the following:
Hi Mary*

Below is the info sent by Vertical Aerospace for Tim and Sophie's talk set up by the General Aviation Group of the Royal Aeronautical Society (RAeS).

*The talk will be on **February 16th from 4 pm to 5 pm** and access will be via the RAeS website Events Calendar. The talk is free. What better way to spend part of a locked-down afternoon in February?!*

Regards

Chris (Wright), (RAeS GA committee chair.)

Information below from Vertical Aerospace contact, Ethan:

Title:

From the Drawing Board to the Sky: Vertical Aerospace's Journey to Certification

Content:

Vertical Aerospace's Chief Engineer Tim Williams and Senior Flight Dynamics Engineer Sophie Robinson will outline the key achievements and history from Vertical's inception in 2016 to present, the anticipated projects and key milestones in the short and long-term, and the technical detail on designing, developing and flight testing it's recently unveiled flagship aircraft, VA-1X.

About Vertical:

Founded by greentech entrepreneur Stephen Fitzpatrick, Vertical Aerospace's vision is electric flight for everyone. Since 2016, Vertical has been disrupting the way aircraft are developed by combining the very best talent, technologies and approaches from aerospace, Formula 1 and automotive to develop cutting-edge aircraft. The team has grown to over 100 world-class engineers and experts, recruited from the likes of Airbus, Rolls-Royce and Jaguar Land Rover. Vertical is already a global pioneer in sustainable aviation technologies, as one of only a handful of companies to have flown two full-scale all-electric vertical take-off and landing (eVTOL) prototypes with UK Civil Aviation Authority approval. The second, Seraph, can carry 250kg and reach speeds of 80km/h. Most recently Vertical unveiled its piloted winged eVTOL, VA-1X. Capable of travelling 100 miles at 150 mph, carrying four passengers and one pilot, VA-1X is set to be the world's first certified winged eVTOL with initial commercial operations starting in 2024.



CAA ETC UPDATES

The CAA has announced that the aviation reporting portal was relaunched for the UK on 5 January 2021. At this time UK reporters do not need to register for an account to submit Mandatory Occurrence Reports to the UK CAA and those wishing to use this portal should do so by selecting the 'report an occurrence without registration' option. The UK working with EASA will be introducing new functionality on the portal over the coming months and these will be communicated as they become available. Any feedback regarding the portal should be directed to: safety.intelligence@caa.co.uk or through the portal Contact Us page.

FLIGHT RULES CHANGES

From 20 May 2021, the UK will revert to the rules on flight visibility and distance from cloud that existed up to 26 March 2020. Pilots will be deemed to have complied with the requirements of SERA.5001 when operating at or below 3,000 ft AMSL, or 1,000 ft above terrain, whichever is the higher, if they are flying:

→ **Within Class D airspace:**

- a) During day only;
- b) Indicated airspeed of 140 kts or less;
- c) Remain clear of cloud with the surface in sight and;
 - (i) For aircraft other than helicopters, with a flight visibility of at least 5 km;
 - (ii) For helicopters, with a flight visibility of at least 1,500 m.

Within Class F and G airspace:

- a) During day only;
- b) Indicated airspeed of 140 kts or less;
- c) For all aircraft, with a flight visibility of at least 1,500 m.

Procedures applicable to the Manchester Low Level Route are being reviewed in light of this reversion. Manchester's entry in the AIP may be subject to amendment and details will be available at www.ais.org.uk under 'News'.

Also expect an announcement imminently on the expansion of applicability of the Pilot Medical Declaration to various licences - the legislation for this appears already to have been enacted.

RIP Terry Case

Those of you who have flown in to Farway Common will be sad to hear that Terry died on January 8 after a short time in hospital. There was always a welcome at Farway from Terry, whether for a Devon Strut BBQ or a solo visit.



Pilot X answers:

What was X's first mistake?

X picked the wrong shoes to fly this aeroplane. The thick soles of hiking shoes concealed the exact position of the brake foot pedals to his senses.

What was his second mistake?

X had insufficient practice with the narrowly spaced brakes to operate them instinctively and with complete accuracy.

What was his third mistake?

X's approach speed control was good enough for a normal airfield, but sub-optimal in a confined space.