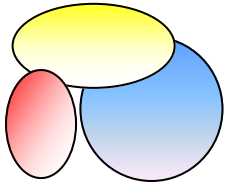




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Brissle Strut



Newsletter of the LAA Bristol Strut

FEBRUARY 2022

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Next Meeting— The eKub Project

For this month, given the location of our speaker, we are reverting to Zoom.

Paul Hendry-Smith, Managing Director of The Light Aircraft Company (TLAC), will be talking about The Light Aircraft Company (TLAC) electric Kub project. The airframe is essentially the same as the Kub tested by Pilot magazine in August 2019, but with the 50hp Hirth F-23 two-stroke air-cooled flat-twin replaced by an electric motor. The eKub is currently being built as a prototype working within a consortium of other organisations under the EnabEI project which falls within the Innovate UK future flight challenge.



The company announced that 'the intention is to roll it out both in self-build kit form and as a factory-build option'. The eKub is expected to offer low noise and zero emissions, and easy charging with the potential of using solar energy. With a full charge the flight time is projected to be one hour with fifteen minutes of reserves.

TLAC, whose strapline is 'Nothing but Aviation', are based at Little Snoring airfield in Norfolk, and are the producers of the Sherwood Ranger and Scout aircraft, as well as the Kub, and also provide a wide range of other aviation services.

Zoom login details will be provided to Strut members by email along with this Newsletter. Any of our readers wishing to join us please contact our Treasurer and Zoom host Neville Parton on the contact details opposite.



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LAST MONTH— Review

We reviewed our activities (somewhat constrained by Covid) during 2021. Trevor Jackson showed footage of a visit to Glenforsa and around in nearly perfect weather conditions. Alan's activities were more earthbound - fixing a leak in his Pitts's fuel tank (the top wing needs to be removed!) and rerigging; John S covered progress on his RV6 build.

DENS visited a few new airfields, particularly on Neville's Grand Parton Tour, and John L and Ron also had new airfields under their belts.

To finish, Neville recounted an early "ILAFFT" event - perhaps we can explore some more of these in future..

STRUT SUBSCRIPTIONS

Annual Subscription Renewal is at the beginning of each year. Neville Parton, our Treasurer and Membership Secretary sent out the initial emails at the start of January, but we still have 6 yet to pay. He'll be sending first reminders at the beginning of February so if you haven't yet paid, and you wish to stay with us, then please send your subscription to Neville using the information in his original email. If you don't have that then please contact him via the details on the front of this newsletter. (If you will be leaving us, we'll be sad to say goodbye but still please let Neville know anyway so he can amend his records) Thank you.

Picture Quiz

Last month: A couple of quite similar foreign airliners operated in the '30s. Interestingly, both types ended up being used by the RAF in WW2.

What are they and who identified them?

The aircraft are Fokker F.XXII and F.XXXVI airliners, built for KLM.

Eventually Scottish Aviation acquired both types in 1939 for RAF crew and navigation training.

Sadly no one sent in a suggestion.



For this month from Trevor:

Now here's an aircraft for which all of us might need differences training! I first saw one in 1959. What is it?

Having produced Picture Quizzes for around 10 years, I'm starting to run out of ideas.

How about some contributions - an aircraft type, or an airfield perhaps?



CAA Etc UPDATES

ORS9 - CAA Decision No. 10 is a lengthy paper on procedures for Radio and Transponder Mandatory Zones (RMZ, TMZ). Of particular note is the procedure for establishing the radio contact required prior to entering an RMZ. Once the initial call is acknowledged by the ATS (eg "G-ABCD Roger") the RMZ can be entered. However if the response is "G-ABCD Standby", remain outside the RMZ until the initial call has been acknowledged.

Yet another consultation from the CAA - good to see that we are being consulted! The CAA is seeking comments on its Airspace Modernisation Strategy 2022-2040, responses by 4th April. This is a fairly meaty piece of work, but it merits your attention. FLYER's Ian Seager has provided some thoughts [here](#), but over to you to give your input.

Ofcom are planning to make some administrative changes to aircraft radio licences. These should not impact on their validity but will certainly change the presentation of information on the licences. If you want to know more, see [here](#).

Where to go in February:

Flyer: Blackpool, Eshott, Holmbeck Farm, Middlezoy

Light Aviation ; Dunkeswell, Lands End (closed Saturday afternoon and Sundays), Fishburn

Good news: Farway Common is under new ownership and will reopen as an airfield. Expect a housewarming fly-in in May/June.

And in March

Flyer: Longside, Perth, Rufforth East

And looking further ahead:

24th April : Wessex Strut Fly-in at Henstridge

31st July: Lunday—Obviously for appropriate aircraft only. Contact Pete White for information.



'Scramble'

Following on from Neville's announcement last month here's his update:

We now have 6 members in the Scramble group - although three of those are with the same aircraft (DENS)! The more members the more useful the group is likely to be - so do message Neville if you'd like to join - and then when all that glorious summer weather does arrive we'll be able to arrange meeting up with ease!

To repeat last month's information—it's easy to join. All that's required is:

A. Install 'WhatsApp' on your mobile phone.

B. Send Neville (who is the administrator for the group) a message on 07825 138077 (text message or via WhatsApp once he's in your contacts list) saying that you want to join the Bristol Strut Scramble - and he will add you to the group – it's that simple.



If you've got any queries feel free to contact Neville either by email via at the treasurer@bristolstrut.uk address or by text on the number given above.