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Brissle Strut



Newsletter of the LAA Bristol Strut

JANUARY 2023

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Next Meetings

Dear Strut Member,

You will have received an email from our Chairman Neville about the Strut's future direction and the intention to have a Zoom meeting to discuss it. This will be on Tuesday 17 January, and a link will be provided early in the month.

Meanwhile we have the opportunity to join Bristol Aero Talks for their January meeting. The flyer for this event is at page 4. I have read Chris Taylor's book; he has done a lot of test flying on GA aircraft—it should be an interesting presentation!



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At our following meeting in BAWA on Tuesday 7 February, for which we also hope to provide Zoom access, Fiona and Angus Macaskill will be with us again, this time to relate their Guinness Record flight for the number of airfields visited in 12 hours.

Subscriptions are due in January; you will shortly be contacted by our Treasurer!

Last Month's Meeting

Some of us gathered for a Christmas meal at the Eastfield Inn, Westbury-on-Trym. Perhaps this will become an annual event?



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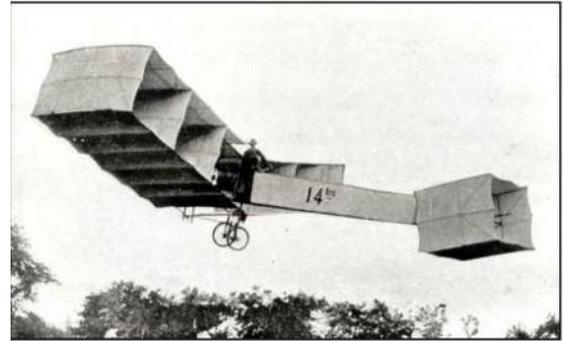
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Picture Quiz

Following on from the previous month's long-nosed 'Schlepp', last month I offered this back-to-front aeroplane and asked "Who, where and when?" You were clearly all busy with Christmas preparations as no one offered "Santos Dumont, Paris, 12 November 1906" in his 14-bis.



This month:

For a change from an aircraft, how about an airfield? In Pooley's (other Guides are available), and within 50nm of BAWA. Answers to the editor.

From my Dad's Notebook by Neville Parton

In the last newsletter Neville wrote: "On to this month's offering – the last from my Dad's logbook. A well known-type, and one that my father would go on to work much more closely with in his RAF career after he left A&AEE in 1962. Bonus points if you can identify the Mark of aircraft – and explain why!"

Nigel Phillips was on the ball with "It is an English Electric Canberra bomber Mk II. It has side by side seating with traditional bomb aimer's nose position. Later marks had offset pilot position with bomb aimer/navigator relegated to confined rearward position, without nose bomb aimers viewing position."



Neville provides further details: "The aircraft in question was clearly a Canberra, and a B2 version – readily identifiable by the clear nose to allow a bomb aimer to operate weapons release, as the radar bombing system was not available when the Canberra entered service. My father's flight was in WV 730 – fairly brief at 30 minutes, but then it was a bombing sortie, dropping a single 4,000 lb weapon – presumably on one of the Salisbury Plain ranges! Dad's next posting was to RAF Bruggen in Germany, where he now solely worked on Canberras – but this time on the B(1) 6 variant, operated by 213 Squadron. The B(1) 6 had a quickly-replaceable gun-pack of 4 20mm Hispano cannon that could be fitted to the rear of the gun bay, and also operated in the nuclear strike role with American nuclear weapons – initially with Mk 7 weapons and then from the mid 1960s, Mk B 43s."

Information from the CAA and other sources

CAP 2391: Comment Response Document: UK Cost Sharing Flights

In November 2021, CAP 2297 consulted on five specific questions about cost sharing of flights. [CAP 2391](#) considers the results of that consultation and makes proposals for changes to the regulations covering cost sharing. On one question in particular (*Do you support the proposal that all passengers should complete a Passenger Declaration and Consent Form to ensure they are fully aware that cost sharing flights differ from CAT and PT pilot qualifications and maintenance standards?*), while the majority of respondents were opposed the CAA intends to move ahead with the proposal. This will impact all of us, while any safety benefit is far from clear.

A message from GASCo:

GASCo is conducting research into Electronic Conspicuity (EC) aids and equipment to find out more about how GA pilots use them with a view to providing human factors-based advice for use in safety promotion and education, which is why we need your help. We realise that people are often requested to take surveys and that this can be irritating but we do hope that you will be able to find a few minutes over the Christmas and New Year holidays to take this one. Please don't worry about your data confidentiality; be assured that the data we collect will only be used for the purposes of this research.

The survey closes at **2359 hours on Thursday 5th January 2023**. Please feel free to circulate the link to any GA pilots or organisations that use EC equipment (transponders are included). Please follow [this link](#) to take the survey and thank you very much for taking part.

From the French *Service de l'Information Aéronautique (SIA)* -perhaps your SkyDemon or equivalent does all this for you , but if not:

Since November 15, 2022, DSNA has put into service, in metropolitan France and overseas, **SOFIA-Briefing**, an integrated management tool for flight preparation and flight plan submission. This project is part of the modernisation of services provided to aeronautical data users (SOFIA). SOFIA Briefing replaces the OLIVIA tools for flight preparation, flight plan filing and aeronautical data consultation, as well as NOTAM Web for consulting NOTAM and SNOWTAM, which, over time, had become unfriendly and obsolete in regard to new European standards.

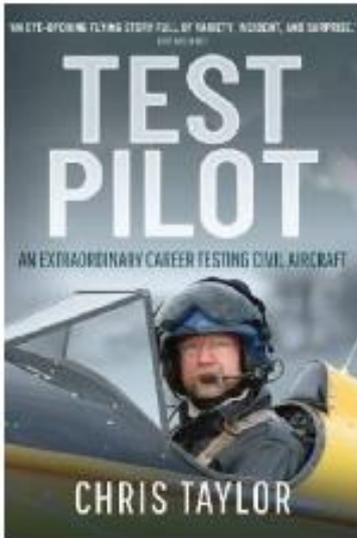
This new generation tool is available on different media (computer, tablet, smartphone). It provides, in addition to current functionalities, new services such as assistance in entering the flight plan or operational sorting of NOTAMs. The development of this last feature was carried out with the DSAC and users with the aim to making a better contribution to flight safety. DSNA now wishes to encourage the submission of the flight plan via this tool to limit rejections due to input errors and their internal processing.

John Secker has brought my attention to some useful online material to occupy you in the winter months: a series of [EAA webinars by Mike Busch](#) on light aircraft maintenance and operation. There is also a [listing at Savvy Aviation](#) which might provide more material of interest.

The AIRAC database was updated on 29 December and the next update in the cycle is on 26 January; don't forget to keep your electronic databases current.

Bristol **AERO TALKS**

Test Pilot



Chris Taylor has flown over 400 different aircraft and is a licensed Category 1 test pilot and flight test instructor for both aeroplanes and helicopters.

He began his flying career by obtaining his private pilot's licence at the age of 17. He joined the Royal Navy and after serving as a Navigation Officer flew Wasp and Lynx helicopters from warships.

He became a test pilot flying numerous types of aircraft and served as a tutor with the Empire Test Pilot's School at Boscombe Down for 10 years.

He joined the Civil Aviation Authority (CAA) as an aeroplane and rotorcraft test pilot. When the CAA's Flight Test Department closed he set up his own company and has continued to test fly a wide variety of aircraft ever since.

Copies of his book "Test Pilot" will be available for purchase.

**7:15 pm on Tuesday January 10th
Making Studio Aerospace Bristol
Hayes Way Patchway BS34 5BZ**

There is no charge for attendance at the meeting or for entry to Aerospace Bristol (the museum will be closed—apart from the bar!), though voluntary donations to cover expenses are appreciated at the end of the presentation.

Where to go in January

Landing vouchers

Light Aviation: Dunkeswell (reduced fee), Fishburn, Tatenhill

Events

1 January New Year's Day fly-in, Bodmin

8 January Bicester Scramble—reduced landing and entry fees for Vintage Aircraft Club

And Finally!

