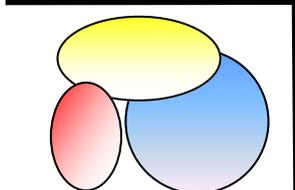




Brissle Strutter



Newsletter of the LAA Bristol Strut

bristolstrut.uk

JUNE 2021

75th ANNIVERSARY

As we approach our summer break from Strut (Zoom) meetings, a reminder that this is the 75th anniversary of the formation of the LAA - or at least of its forerunner. And before our first meeting of the new season in September - for which we plan to be back at BAWA - we have the Anniversary Rally on 3-5 September. Plans are going ahead for the gathering with some changes to the usual layout of marquees etc to minimise COVID risk., but the regular features will be there.

The organisers are looking for help with setting up, running and dismantling the event, so if you have time to spare any time between **Thursday 2 Sept and Monday 6 Sept** please let office@laa.uk.com know.

Also don't forget the Wessex Strut Fly-In and Meet the LAA Day at Henstridge on **4 July**, also the departure point for the *75th Anniversary Tour of England 5-8 July*. PPR to Henstridge please, for the former, and contact neil.wilson@laa.uk.com re the latter.

Next Meeting— RAE Bedford

Our last meeting before the summer break will be at 7.30 on Tuesday 1st June and the subject will be:

Flight Research at the Royal Aircraft Establishment Bedford

Presented by Barry Tomlinson, C Eng, FRAeS

RAE Bedford was the UK government's centre for advanced flight and wind tunnel research in military and civil aviation from 1952-2001.

Its role was to conduct aeronautical research & development on behalf of Government for the benefit of the British aircraft industry. This talk will describe some of its programmes and major achievements, including Naval Aviation, Automatic Landing in Fog, Vertical Take-Off and Landing, and Concorde.



This will once again be conducted via Zoom but hopefully it will be the last time we shall have to use this medium and we shall be able to resume meeting at BAWA from September.

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 instructions.

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Last Month's Meeting— Kiev to Odessa

We joined Steve Slade and Ed Clapham on the 1990 Microlight Rally behind the Iron Curtain, from Kiev to Odessa. There were 10 Western and 27 Soviet aircraft, and the event was very well supported by the hosts. The rally followed the river Dnieper, with overnight accommodation provided on a following cruise boat, and with an AN-2 and Mil helicopter acting as "sweepers" for any aircraft with problems. Stages were (lightly) competitive or tourism, with large crowds at the major stops. Steve and Ed gave passenger rides to over 30 locals on the way round, and though suffering a broken crankshaft on the last leg came first in their Class.

LOOKING FOR A SHARE...

John Skelton has recently joined the LAA and has sent in the following message:

Local experienced pilot looking for a share in a permit aircraft, either requiring completion/work or completed and looking for an additional motivated owner. Semi retired, so plenty of time and desire to take an active role. Please call John on 07872 177234 or email john@housingplot.co.uk
Much appreciated.
Regards John

Sad news on Facebook:

"Closure of Chiltern Park Aerodrome 24th September.

Today is a sad day for Julie and I, we officially signed off the end of 33 years of aviation at CPA. The final day of flying will be **Sunday 19th September** and we will hold a farewell fly-in bbq over the August bank holiday.
Best wishes, Julie & Den."

Where to go in June?

Flyer: Crosland Moor, Eshott, Leicester, Perth, Peterborough Sibson, Sittles

Light Aviation: Longside, Netherthorpe, Shipdham (weekends only)

4 July, Wessex Strut Fly-In and Meet the LAA Day at Henstridge Ops/PPR 01963 364231

5-8 July. The departure point for the *75th Anniversary Tour of England* contact neil.wilson@laa.uk.com

CAA ETC UPDATES

[ORS4 No.1489](#) updates the procedures for flying **VFR within the Manchester Low Level Route**.

A reminder that [AIC Y 028/2021](#) has established a **TDA around Keevil airfield** until 4 August, surface to 3500ft AMSL. Activation of the TDA is by NOTAM with not less than 24 hours notice.

A reminder from the CAA that the revised **VMC visibility** and distance from cloud minima in Class D airspace came into force on 20 May:

"Further detail is contained in AIP ENR 1.2 and ENR 1.4 (published in AIRAC 05/2021) and, for ATS providers, within Supplementary Instructions to the [MATS Part 1 \(CAP 493\)](#) and the [FISO Manual \(CAP 797\)](#).

The change to the VMC minima has implications for the operation of the Manchester Low Level Route and pilots should note the contents of [Official Record Series 4 No 1489 UK Standardised European Rules of the Air – VFR Flights Within the Manchester Low Level Route](#). Amendments to the EGCC AD2 entry will be made in due course, and a briefing sheet published through the NATS AIS newsfeed in the coming days."

Your aircraft **radio licence** is valid for three years. On a recent Flyer Forum thread some people said that they receive renewal reminders, others that they do not. You may wish to check yours in case it has expired!

We don't imagine that any of you are flying on an **FAA** rather than UK **licence**, but just in case, see:

[ORS4 no.1490](#) Holders of FAA Pilot Licences who are Permanently Residing in the United Kingdom and Exercising Private Licence Privileges based on a licence issued by the United States of America within United Kingdom airspace.

HOT AND BOTHERED: 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.

For many pilots, vintage aircraft exude a magnetic attraction, and Pilot X was no exception. At age 44 and with some 600 hours flight time, he was not what you would call particularly experienced; but nor was he inexperienced either, and had accumulated a couple of hundred hours and about the same number of landings in a Dornier 27.

For the Private Pilot, the Do 27 is a step up towards warbird heavy metal. The STOL all-metal Dornier is akin to an aerial Land Rover; a beefy, six-seat liaison and light transport aircraft built for the German Army in the era immediately prior to gas-turbine helicopters. Long since demobbed, the slow-flying Do 27 is still popular as a meatball dropper and for air-to-air photography.

In the latter role, the four-seat very Spartan rear cabin has a large, upwards-opening door and observation window that is great for a photographer poking his telescopic optical cosh through the unobstructed doorframe, while seated behind the pilot.

On this hot August day, Pilot X had been 'recruited' to fly the Dornier for a private photoshoot. With a thirsty 270 hp Lycoming up front, it would be good to split the fuel costs six ways and it did not take long for the spare seats to fill with volunteers, keen to get a good look at a historic subject in its element with a suitable backdrop in the lens.

Pilot X was not concerned about the weight and balance. He had flown the STOL Dornier in this configuration with six POB many times and the 270 hp would make short shrift of a 1300 metre runway. He had talked to the pilot of the historic photo-subject – a DH Dove – and his photographer, and reckoned they were likely to require about 45 minutes for the job: start-up; position the aircraft; 15 minutes of formation flying for the air-to-air bit; and finally the return to base, a nice long runway 40 metres wide and a cool beer. The Dornier had about 100 litres of Avgas on board, split between the right and left wing tanks.

Of course, getting all the PAX in and properly briefed called for extra care. First, was the somewhat unusual seating arrangement: the two rearmost passengers facing forwards, those behind the pilot including the photographer facing backwards, then of course the two in the cockpit, both with a PPL. The rearmost passengers were also ideally suited for forward photography, both to the outside and the steam-gauge 1950s instrument panel with a Garmin perched on top. Then there was the scramble and heave to get the rear-seaters in with harnesses secure; no simple job. Further, how to open the side-door in flight for photography, and close it again prior to landing. Details, details....

The all-metal Dornier had been standing in the hot sun all afternoon and Pilot X could have been wearing cooler garb. The Dornier cockpit with upwards-slanting windscreen was like an oven inside. No matter, they would soon get moving and things would cool off. Pilot X fired up the Lycoming and called to report he was ready to rock 'n roll. Unfortunately, the Dove was experiencing some kind of delay: passengers not strapped properly; engine reluctant to start or whatever. So the oven-like Dornier held until the DH was also ready to go.

After ten minutes holding with the engine running, the word came through that all was ready and with a feeling of considerable relief, Pilot X lined up, locked the tailwheel and advanced the throttle. Everything was normal and the Dornier was soon clawing its way skywards before taking a westerly heading towards the chosen photo-location 20 nm distant.

They were cruising about 1600 ft above ground and approaching the rendezvous point with the DH, when the engine started to run rough and a few moments later, stopped giving power while the VP prop continued to windmill. Realising he had no power, Pilot X attempted a re-start, setting the throttle, mixture rich and fuel injection before pressing the start-button.

Now a heavily-laden Do 27 has the L/D ratio like that of a brick, and Pilot X and his right-seater knew he was now in charge of a glider, calling for many very rapid decisions. The right-hand man pointed out an airfield in sight as a possible place for an emergency landing, but with this rate of descent Pilot X didn't feel they could make it. Given that they were now running out of height to make choices, Pilot X decided against a further attempt at re-start but instead decided to find a suitable emergency landing area and go for it.

One possibility was a straight and fast stretch of road well clear of settlements, but there was so much traffic he feared an emergency landing there held too many risks. Instead, he spotted a straight but narrow asphalted strip running between two orchards, but with sufficient clearance left and right to give them a fighting chance of a walk-away landing.

Pilot X chose his approach path well, and setting 35 degrees of flap brought the Dornier down onto the asphalt strip. That was the best part. Unfortunately, he started to run out of stopping distance before the strip would terminate in the unknown hazard of an approaching T-junction. With nowhere else to go, Pilot X gave full right rudder and directed the Dornier onto the grass verge and then hit the sapling fruit trees, with the customary result: a write-off.

During the latter stages of powered flight, a rear seat passenger had taken a photograph of the instrument panel, which clearly indicated the right tank was selected; the right tank gauge needle was on zero, while the left tank was still indicating 60 litres remaining. During the post-flight investigation, the fire service drained and measured the contents of both tanks, getting three litres from the right, and 57 litres from the left. The engine was subsequently tested and found AOK. And yes, they all walked away, with minor cuts and bruises.

QUESTIONS

What was Pilot X's first mistake?

What was his second mistake?

What was his third mistake?

Picture Quiz

Last month:

The only response to identify this aircraft came from Alan George who says:

The picture quiz is an Aviasud Mistral, what else beside forward swept wings on a biplane? Well the lower wings rotate to give roll control.

And Trevor has confirmed he's correct with the following:

"I should have remembered to blank out the name of the aircraft! It is an Aviasud Mistral, as used by our 2013 guest speaker Julian Midder in his Pooley's Dawn-to-Dusk Scillies to Shetlands flight."



For this month:

From Alan this time, Continuing the Biplane theme:

Another innovative biplane. What is its unique feature?



Pilot X Answers:

What was his first mistake?

There was too much pre-flight activity and distractions for Pilot X to focus on the basic essentials for conduct of a safe flight.

What was his second mistake?

Pilot X accepted departure delay, subjecting him to extremely high temperatures; he was unable to keep a clear head and focus properly during pre-flight checks.

What was his third mistake?

At the time the engine failed, the aircraft was too low over a cultivated landscape to allow time for choice of a better emergency landing strip.



Do put the date of the LAA Rally in your diaries and watch out for the links to be able to book your slot.

After last year's necessary cancellation—Let's make this the best year ever!

LAA VIRTUAL PUB NIGHT

Since the first lockdown in 2020 Steve Slater has been organising a very successful Virtual Pub Night on the last Friday of the month. Everyone is very welcome to join at **7pm this Friday 28th May**. If you can face yet another Zoom meeting—this one is very enjoyable! Simply pick up a glass and log in to join us for a 'noggin and natter' down the LAA virtual pub.

It's, as always, a simple, informal get together to chat about aircraft, flying and the LAA. No agenda or special order, although if you want to mail any questions in advance drop them across to office@laa.uk.com. Look forward to your joining us. To join the Zoom Meeting either click on or copy and paste the https link below into your browser:

<https://us02web.zoom.us/j/81016478038?pwd=TnYrVS9kOS9MZisxeGIZb3k3S1ISQT09>

Meeting ID: 810 1647 8038 Passcode: 382227

TAIL PIECE

Here's a picture from Torbjörn Olsson in Sweden of his Smaragd under a midnight sun.



We can dream of long summer evenings and the opportunity to camp next to our aircraft. Well the longest day will take place this month—will the weather be kind to us and allow us to enjoy it?