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Brissle Strutter



Newsletter of the LAA Bristol Strut

MARCH 2023

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Message from the Chair

Our next Strut Meeting will be an evening along the lines of 'Show and Tell' - but in this case it's got an added twist! We want members to come along to tell us about their favourite airfield to visit (preferably within about 75 nm of Bristol, and able to take a wide range of types - so nothing too short!) - and why it's so good. We'll then have a vote after all the presentations, which should result in an order of preference - and we'll use that to inform where we go for our first few Strut fly-outs this year (in May and July). So - get your thinking caps on, and if you want to bring some pictures along - or send them in advance, that would be great! **7th March, BAWA Room 4, 1930 for 1945 start.**

Safe landings,
Neville



Perhaps Lundy doesn't quite meet Neville's "nothing too short" criterion - but worth thinking about! Thanks to Dave White for the photo.

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To follow in April:

"How the Hell did that happen?" -
Jeremy Lieber takes us from humble PPL
to Hurricane pilot. BAWA Room 4,
19:30, 4th April.



Last meeting

Fiona Macaskill, ably supported by Angus, described how in 2020 they achieved a Guinness World Record as well as success in Pooley’s Dawn to Dusk competition and fundraising for Air Ambulance charities. A visit to East Anglia suggested its suitability for achieving the most airfields visited in 12 hours and 24 hours. Months of preparation went into the attempt, including trial runs for equipment and procedures, and getting agreement from 120 airfields, all of which were happy to offer a free landing. The event took place on 7 July in their Bolkow 209 Monsun, when suitable weather conditions were forecast, with a route planned for 87 airfields for the 12 hour record and additional ones for the 24 hour record. 28 witnesses were recruited to follow segments of the flight electronically; for each landing a full stop was required. However a late forecasted trough gave deteriorating weather conditions during the afternoon leading to some airfields being missed out, including the additional ones for the 24 hour attempt.



The 71 airfields achieved gave them the Guinness 12 hour World Record, as well as first prize and family prize in Pooley’s Dawn to Dusk; over £2000 were raised by the flight, and the prize money from Pooley’s was also donated to the Great Western Air Ambulance Charity. Great achievement, great talk!

Picture Quiz

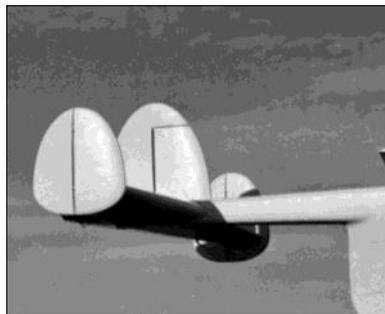
Last month we had correct answers from Nigel S and John L, showing that they weren’t asleep—it was Sleep, of course!



Still a small entry, so let’s try something different. David Ogilvy’s new book is now with the publisher. Amongst his tales there is mention of various aircraft he has flown. Here are a few tails from them.



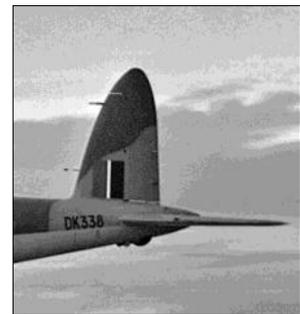
A



B



C



D

Answers to Newsletter@bristolstrut.uk. No prizes other than fame!

Information from the CAA and other sources

The CAA has updated [Safety Sense Leaflet 22](#)—Radiotelephony for GA pilots.

The CAA has also reissued [CAP737 Flight-crew human factors handbook](#). This is a very comprehensive document, dealing with matters such as Crew Resource Management and Threat and Error Management, at a level of detail appropriate for providing commercial flight training guidance. However, as the CAA says, “Much of the content is applicable to everyone, including those operating as flight crew, cabin crew, and those operating small single pilot aircraft. ” So why not dip into it sometime?

There is a new infringement [Hot-Spot Narrative](#) covering the vicinity of Coventry ATZ.

On 21 March there is an online Astral Aviation webinar on Human Factors: Single Pilot Resource Management, suitable for all experience levels. Registration [here](#).

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

From our friend Phil Matthews at Cotswold Aero Club:

*There is a **Zenair 601**, G-DAGJ, in my hangar. It first flew last year and has done about an hour of testing so far. The owner has decided to give up on the project due to age and illness so is looking to sell - a sensible offer will secure. It does not yet have a full permit. An inspection for the fitness to test certificate is required before it flies again. The engine is a Jabiru 3300, and there have been issues with keeping temperatures under control at high power which have yet to be fully resolved.*

A problem not unknown to one of our Strut members! If you are interested in taking on something close to ready, please contact phil@cotswoldaeroclub.com and he will pass on your details to the owner.

LAA Appoints New CEO

Many of you may already have received the following good news but just in case....

“This is my dream role and I can't wait to get started!”

Simon Tilling has been appointed as the new CEO of the Light Aircraft Association. He will start in his new role in mid-April. Simon brings to the Association a wealth of leadership, general management and customer service experience gained in the technology sector including 'blue chip' brands such as Dell and Sony, together with a passion for sport and recreational aviation.

Simon is an experienced pilot who has owned various LAA types, including one of the UK's oldest Taylorcraft Auster aircraft. He's also a former British Air Racing champion and was from 2020 to 2022 the chairman of the Royal Aero Club '3Rs' committee for races, records and rallies, during which time he regenerated the appeal of air racing to new participants.

Eryl Smith, Chairman of the LAA said “I am delighted to announce Simon's appointment as CEO of the LAA and look forward to working with him to further improve the performance and standing of the Association on behalf of our members.”



Photo from Flyer

Where to go in March

Landing vouchers

LAA *Light Aviation*: Bodmin, Crosland Moor, Peterborough Sibson (half price).

Flyer:

Events

18 March: Vintage Aircraft Club fly-in, Popham

And Finally!

New to me, excellent—and so true! [Majestic—endangered.](https://www.youtube.com/watch?v=499kGRS81dg)
<https://www.youtube.com/watch?v=499kGRS81dg>

Thank you, David, for this view of nature in the raw.

And an extra bit of education:

Basic Flying Rules:

1. *Try to stay in the middle of the air.*
2. *Do not go near the edges of it.*
3. *The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.*