

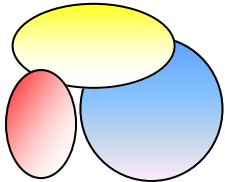


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

March 2021



Next Meeting—Preventing Infringements

For our next meeting, on **Tuesday March 2** at 19:30, our speaker will be Rob Gratton, airspace infringement lead at the CAA, on the subject of '*Preventing airspace infringements in the UK*'.

You may have met Rob in the CAA tent at the Rally in recent years. Recent CAA rejection of several Airspace Change proposals (on grounds including failing to take full account of all airspace users) has been encouraging; we can also play our part by avoiding infringements

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.

Where to go?

Flyer: Brighton, Fishburn, Goodwood, Leicester, Oaksey Park, Shipdham (weekends)

Light Aviation: Withdrawn for now due to Covid-19.

Last Month's Meeting—

As usual these days, it was a Zoom meeting, with members giving us their "I learned about flying from that" experiences.

We had a good spread of examples including new build, weather, engine failures, navigation, handling, personal fitness, airprox, hang gliding, - and even combinations such as coping with seat lock failure on final approach. Flying is a rich source of learning experiences!

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Picture Quiz

Last month:

Phil has sent us this picture with the questions:

When and where was it built

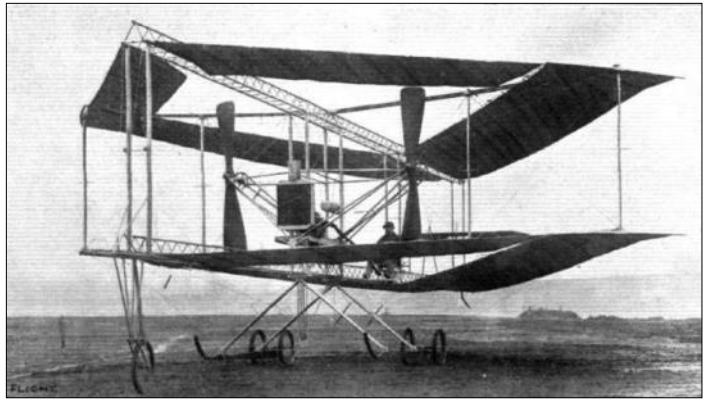
Which film did it star in?

Alan George was the only one to submit answers and he was correct on both parts.

Phil has given us the following full information:

It's an **Edwards Rhomboidal Biplane**.

The original was built in 1911. This one is a replica built for the film *Those Magnificent Men in their Flying Machines*.



The replica was built at Staverton (as it was called then!!) in 1964 by Airgineers Ltd. The film was released in 1965.

The film was about an Edwardian era air race from London to Paris.

The following competitors were listed:[citation needed]

- Richard Mays: [Antoinette IV](#) (Aircraft number 8: flying replica)
- Sir Percy Ware-Armitage: [Avro Triplane IV](#) (Aircraft number 12: flying replica)
- Orvil Newton: [Bristol Boxkite](#), nicknamed "The Phoenix Flyer" and inaccurately referred to as a Curtiss (Aircraft number 7: flying replica)
- Lieutenant Parsons: Picat Dubreuil nicknamed "HMS Victory" (Aircraft number 4)
- Harry Popperwell: [Dixon Nipper](#) "Little Fiddler" (Aircraft number 5)
- Colonel Manfred von Holstein and Captain Rumpelstoss: Eardley Billing Tractor Biplane (Aircraft number 11: flying replica)
- Mr Wallace: [Edwards Rhomboidal](#) (Aircraft number 14)
- Charles Wade: (Aircraft number unknown)
- Mr Yamamoto: Japanese Eardley Billing Tractor Biplane (Aircraft number 1: duplicate flying replica)
- Count Emilio Ponticelli: Philips Multiplane, Passat Ornithopter, [Lee-Richards Annular Biplane](#) and [Vickers 22 Monoplane](#) (Aircraft number 2: flying replica)
- Henri Monteux: (Aircraft number unknown)
- Pierre Dubois: [Santos-Dumont Demoiselle](#) (Aircraft number 9: flying replica)
- Mr Mac Dougall: [Blackburn](#) Monoplane nicknamed "Wake up Scotland" (Aircraft number 6: original vintage aircraft)

Then for this month: Where is it

This month for a change can you identify this airfield? One of the longest runways in the UK.



PEGLEG PASSENGER 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.

True, Pilot X was not earning a fortune as a CPL and instructor at a seaside town, but it was a steady job. Most of the time he spent instructing from the right hand seat of a Cessna 172 D. Then there were the occasional air taxi jobs: out and back for a day or two with the twin and an occasional overnight stop. Throughout the summer season there were the tourists who asked to be given a 30-minute flip along the coast and back: watch the waves and surf rolling in; admire the yachts, pleasure craft and occasional container ship. All in all, a lovely way to earn an honest crust, especially in the summer; better than living out of a suitcase and flight bag, he thought.

The high wing Cessna was an ideal mount to convey tourists along this highly attractive coastline. The floor was at the right height for easy access and egress. The high wing provided a great view of the coast, unobstructed by the wing except in a turn. Click..click..click went the cameras from the back seat.

Earlier that day, a couple had rung up in the morning asking if it might be possible to fix an afternoon joyride along the coast: "Yes", sure thing said the receptionist. "We have a pilot and an aircraft with a slot free for about 3 pm. Would that be any good?"

The appointment made, the couple arrived in the early afternoon for their flight, for which the weather was ideal. Pilot X was watching through the office window as they walked towards the clubhouse. "Must be them", he thought, noting that the woman was limping and had her left lower leg in plaster.

In they walked to reception where they were greeted and Pilot X joined them: "Hello; are you my passengers booked for three o'clock?" "That's us", they responded.

Pilot X rejoined that they were in for a treat. The weather was perfect and the navigation was easy, he quipped: "On the way out, we keep the blue stuff on the right and the green stuff on the left. All we have to do is keep that yellow strip just under the nose. When we get to our turning point, we reverse the colours and it will bring us straight back to the airfield. No need for lifejackets or anything else like that. It'll be great!"

Pilot X decided that the lady with her leg in plaster would have to go in the rear. He could not afford to have any stiff limbs coming anywhere near the controls. So with a bit of assistance, she managed to get in from the left, putting her backside onto the rear bench, and then sliding across to the right hand side of the Cessna. That would be a good seat, since she would get different views on the out and return runs; also, it would enable Pilot X to keep an eye on her from his front left hand seat position. Eye contact gives confidence to a back-seater not used to little aeroplanes, and he could hand her a sick bag if it should come to that. A rare event.

Pilot X buckled up the lady's rear lapstrap and briefed her about the headset: "It's a lovely day; whatever you do, don't unbuckle at any time. Just sit back and enjoy the flight. Yes,

you can use your camera as much as you like and you can talk to us in the front via the intercom. But I will have to turn that off during the take-off and landing phases of the flight. I need to concentrate then. Okay?" With that, the 'other half' strapped in to the front right seat and donned his headset, ready to enjoy the holiday experience.

With plenty of fuel and start-up checks completed, the Cessna only needed a couple of minutes to warm up sufficient to taxi to the hold. "Doors closed all round? Harness secure? Great; let's go!" And with that the Cessna accelerated down the runway to establish in the climb; soon followed by fuel pump off, flaps up, a climb to about 1,500 ft and turn towards the coast.

Pilot X had not over-sold the prospect of a flight on a beautiful day. But just as they were entering a left turn at the half-way mark, he felt an unusual wriggle from behind and felt a movement in the aileron controls. He looked behind to see the lady had adopted a slightly different posture, with her body directed more towards the pilot, though her view was still out through the cabin window.

A few minutes later he felt the wriggle again, but looking round to check saw nothing amiss; she looked comfortable enough and gave a friendly smile as if to indicate that all was well.

Now, they were on the home run, and Pilot X set up the Cessna for a lazy downwind join to the airfield, going about a mile downwind from the threshold. "Nice timing", he thought. "That will make it exactly 30 minutes."

But then, the unexpected: the aircraft was descending faster than it should with the throttle set at 2,000 rpm. The prop was still turning but something was wrong; the engine was plainly not delivering power; quickly he ran through the checks: master switch ON, mags ON; he pumped the primer and switched on the electric fuel pump. But he was now fast running out of height and there was still a mile to the threshold. In front, there was a big field. There was no choice: he would have to put it down.

The Cessna touched down fine, but the surface was rough. The tin bird rattled and rolled as nature intended until the nose gear dropped into a ditch and came to a sudden stop. Bent gear, bent prop, bent cowling, busted engine bearer, battery loose. Expensive.

There was no fire and they were all alive but badly bruised and in considerable pain. A few minutes later the airfield fire crew was in attendance soon followed by the ambulance crew. Before they extracted the rear-seat occupant, they had to disentangle her foot from between the two front seats, where her heel rested on the dislodged main fuel tank selector.....

Questions:

What was pilot X's first mistake?

What was his second mistake?

What was his final mistake?

BOLT HEAD AIRFIELD JUNE 2020

Many thanks to Chris Howell for letting us use his article on this glorious airfield. Let's hope we can pay a visit in the summer when we can all get back to flying.

Bolt Head Airfield is now a thriving coastal airstrip high on a hill close to Salcombe Town South Devon.

www.boltheadairfield.co.uk

The airfield is rich in history dating back to 1940 when The Air Ministry were looking for a location for an advanced landing ground they chose a large rare section of flat land near Salcombe.

The diggers were sent in to clear the hedges and they built two runways one East /West and the other North East /South West upon which they laid coconut matting and the Sommerfeld Tracking, a steel mesh strong enough to support heavy aircraft use, RAF Bolt Head was created and was operational until



1946.

The first aircraft to arrive were Lysanders of 16 Squadron during 1941 followed by 316 Polish Squadron flying Spitfires.

Radar was also established during 1941 close to the main runway and this became RAF Hope Cove.

During Wartime over forty different types flew from RAF Bolt Head which included, Spitfires, Westland Whirlwinds, Typhoons, Mosquitoes, Hurricanes, Austers, Piper Cubs, Tiger Moths, Beaufighters, even Lancasters and B17 Superfortress to mention just a few.

RAF Bolt Head closed finally in 1946 though most of the flying activity concluded early in 1945.

The tracking was removed and slowly the farmers moved back until 1949 when The Home Office returned and took back more land to build the new Radar Station which became operational by 1954 and closed in 1958. The site remained in use by the government until 1994 when the bunker was sold.

The Squire Family own much of the land in the area and in the early 1980's a Family friend Chris Millward persuaded Malcolm Squire to fence off a short 400 metre section so Chris could land his aircraft. Chris Millward established regular flying from the land but sadly Chris passed away and John Cummings took over the running of the landing ground shortly joined by John Kempton and together they established a lawful certificate to use the ground for flying aircraft. Then a 200 metre extension was added making 600 metres in total, a few short years after that extension was ploughed up as the land belonged to Malcolm's uncle.

During all this time there was no hangar facility all aircraft were parked in the open.

Then 10 years ago Simon Evans a very active keen pilot retired and moved to Salcombe. Simon was a power house of energy.

Malcolm Squire eventually bought his Uncle's field so the 200 metres and the complete runway became under one ownership.

Simon set about with a small group, John Kempton, John Cummings, Chris Howell and Keith Wingate to embark on an ambition plan to gain planning permission for a **permanent** hangar.

Bolt Head Airfield is surrounded by an ANOB and bordered by National Trust Land so gaining planning consent to build a hangar was never going to be easy.

Simon and the group persevered for 5 years spending £10,000 and eventually planning consent was given for a hangar 34 metres by 15 metres.

Malcolm Squire our landlord instructed Richard Triggs Construction to go ahead and build the hangar. Six months later over one of the worst winters in many a year the hangar was completed.

We all moved in during the spring 2015, during the proceeding months we constructed a new taxi way and closed the old one, gradually the new grass seed took hold and the ground was returning to green lawn like finish.

Simon never rested and embarked on many improvements, he persuaded Malcolm to give us the land to widen the runway by another 10 metres and during this time runway numbers were added.

Sadly Simon Evans passed away last year following a battle with cancer, we all miss his incredible energy and drive, his passing has been a massive loss to us all, we miss his acidic humour and drive, he was a dear friend. I have to say he has left an amazing legacy and an airfield we are all very proud of.

We are gathering ourselves together and Keith Wingate is our Chairman now with Mark Ashby as Treasurer, John Kempton and Chris Howell make up the board of directors.

This winter we have undertaken major improvements one of which was replacing the chalk numbers with concrete, we install new windsocks each spring and also new windsock poles.

We manage to keep all works in house thanks to John Kempton our Chief Engineer and Keith Wingate for his building skills.

Bolt Head Airfield has a very comprehensive website with a full brief including two You Tube videos filmed showing the joining procedures for both runway directions. Sky Demon also displays our airfield details and our no fly zone.

www.boltheadairfield.co.uk

Devon Strut and Cornish Strut members are offered a discounted landing to £10.00

We have enjoyed an amazing delayed start to the 2020 season Thanks go out to all our visitors. We welcome visitors until the end of October and if you see the hangar doors open come down say hello and have a look around.

Chris Howell.

The Spitfire is a 41 Squadron MK XII based at Bolt Head June 1944. These had the more powerful Griffon Engine.



If you look closely (or maybe Zoom in) you can just about make out two B17 aircraft parked up between the runways (in to right V).

These were part of three that flew in low on fuel, with wounded crew and engine problems having returned from a bombing mission over Germany.



Hangar construction during the winter of 2014

CAA ETC UPDATES

Infringement update: New series of narratives launched

While many pilots are currently unable to fly due to COVID-19 restrictions, the CAA aims to continue to re-lease safety education and awareness material to support the future return to flying and continue to help promote longer-term safety awareness.

To meet that aim it has launched a new series of narratives focusing on infringement occurrences. The first one is now available on the [Airspace & Safety Initiative website](#) and covers an [infringement of Birmingham Class D airspace](#)

FLYING ABROAD?

Don't forget, when flying abroad (we can dream!) on UK ICAO-level documents which still mention "EASA" (eg UK FCL PPL, Class 1 & 2 medicals), you should carry a copy of CAP2086 which confirms to any ramp check that the document continues to be valid without the need to reprint to change the wording.

See www.caa.co.uk/cap2086

MORE CAA NOTIFICATIONS

There is a further CAA airspace infringement narrative, this time an infringement of Class A and Class D, in part due to misidentification of a ground feature, [here](#).

Does your aircraft have a **lockable gascolator drain valve**? Please see the CAA's Safety Notice [here](#). This Safety Notice is published to raise awareness of the risk of engine power loss caused by lockable gascolator fuel drain valves being inadvertently left latched open on general aviation aircraft.

The CAA has produced a new article on '**Weight and Balance**' in their Clued Up series - see [here](#).
https://publicapps.caa.co.uk/docs/33/CAA_0124_0121%20Weight&Balance%20V4.pdf

ELECTRONIC CONSPICUITY FUNDING

There's still some money left! The CAA has extended the Electronic Conspicuity equipment rebate scheme until 30 September (or the funding runs out) - see [here](#)

Pilot X answers:

Answers:

His first mistake was failure to brief the rear seat passenger about the presence of the fuel selector.

His second mistake was his neglect in a short flight to do a FAL (Fuel, Altitude, Location) check.

This third mistake was to omit Fuel from his emergency landing check (Fuel Mixture Switches Hatches Harness).