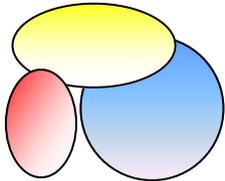




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Brissle Strutter



Newsletter of the LAA Bristol Strut

MARCH 2022

Inside this issue:

Next Meeting - What do you fly?	1
Last month's Meeting	1
Congratulations	1
Picture Quiz	2
Dawn to Dusk Update	3
Dad's Notebook	3
CAA Information	4
Where to Go	4

Next Meeting— WHAT DO YOU FLY?

Earlier in the month Trevor send an Email to our members suggesting that, for our March Meeting, we tell each other about the aircraft which we fly.

This is an opportunity for you to tell us about your aircraft -

eg why you chose it?

what its particular features are?

what you have done to improve it?

what your plans for it are?

And if you are flying rented aircraft, do you have ambitions for ownership?

Hopefully you've had a chance to compile something to share with other members when we meet on **Tuesday 1st March, 7.30 for 7.45 start at BAWA**. The laptop and projector will be available if you wish to illustrate with a picture or two.

LAST MONTH— eKUB

By Zoom Paul Hendry-Smith, MD of The Light Aircraft Company (TLAC), took us around his company premises and then concentrated on the electric Kub project. This involves the replacement of the flat twin Hirth engine in TLACs SSSDR Kub by an electric motor. The eKub is currently being built as a prototype working within a consortium of other organisations under the Enabel project which falls within the Innovate UK future flight challenge. While certification is not required for this project, one of its aims is to explore certification of the electric power train. There are five 15.5kg batteries, two in each wing (requiring wing root strengthening) and one on the firewall. Thermal management of batteries, motor controller and motor is complex. It is hoped to demonstrate a flight time of 1.5 hours and, with recharging, the possibility of two cycles of usage per day. By the time of this Newsletter, the eKub may have flown

CONGRATULATIONS TO TEAM BARTON!

At the recent Pooley's International Dawn to Dusk Challenge awards ceremony, our treasurer Neville and daughter Hannah came away with an armful - the Family award, Best Video and 2nd place overall! See page 3 for the photo and write -up!

We hear that there will be an article in the next Light Aviation Magazine.

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Picture Quiz

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

Replies received from:

Phil Mathews said: *That's an Orlican Meta Sokol, of Czech origin. That colour scheme suggests G-APUE.*

We had a couple based at Gloucester many years ago, didn't get to fly one though.

Alan George wrote: *That's a Meta-Sokol or Falcon from the former Czechoslovakia in the 1950s.*

And Ron Perry contributed: *I think it's a Meta Sokul. Used to know a British couple who would fly it to the Czech Republic for servicing. Had a super charger you engaged for take off and a rather unusual rear wheel arrangement!*



For this month we have two aircraft with unusual tailwheel configurations:

Alan has this to offer:



And this from Trevor:

Can you identify either or both?



TEAM PARTON—DAWN TO DUSK



As most Strut members are aware, Neville and his daughter Hannah undertook a flight last year in DENS which took them around the country, landing at or overflying some 28 units that 4 generations of the family had served at over the last 80-plus years.

The flight was also their entry into the Pooleys Dawn to Dusk competition - and on the 3rd February they attended the awards dinner, where they found that they had been placed 2nd in the competition and came home with the Coventry Trophy!

They also won the trophies for best video log and best family entry - so a very successful evening all round.

The flight has also raised over £2500 for the RAF Benevolent Fund and it's not too late to donate if you missed the opportunity last year - simply follow the link <https://justgiving.com/fundraising/thegrandpartonflyingtour>

The picture shows Neville holding the Coventry Trophy, Squadron Leader Nick Goodwyn (Master of the Honourable Company of Air Pilots - who presented the awards) holding the Family Entry Trophy, and Hannah holding the Best Video Log Trophy."

FROM MY DAD'S NOTEBOOK by Neville Parton



My father, Gerald Parton, was a Boy Entrant Armourer in the RAF, entering via Cosford in 1952. From 1954 to 1962 he was based in the Armament Section at the Aeroplane and Armament Experimental Establishment Boscombe Down, where he had the opportunity to work on - and occasionally fly in - a wide range of experimental types.

Being particularly keen, he kept a notebook with details of particular aircraft that he worked on or flew in - and for the next few months I'll be putting some pictures up of the lesser-known types to see if Strut members can work out what they are! The answers will obviously be revealed in the following month's newsletter, together with the details of my father's involvement.

This first instalment certainly represents a less well-known type (Picture 1 [above]) - give yourself a point if you can identify it. And an extra point if you can tell what the difference is between the Picture 1 and Picture 2!



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CAA information.

David Chambers has sent in the following article revalidating your licence. Note that as we are LAA affiliated we have the LAA Coaching system which enables LAA members to complete their BFR with an LAA approved coach (of which our member Ron Perry is one!)

A recent communication from the CAA about switching to online forms caused some confusion which I hope to clear up below.

Members will most likely revalidate their SEP rating by experience every two years, typically flying an hour with an instructor and showing logbook evidence that in the 12 months prior to rating expiry they have flown 12 hours including at least 12 take offs and landing and including 6 hours PIC. The instructor can sign the licence rating page if they have FCL.945 privileges. Alternatively you can seek out a flight examiner.

Prior to January 19, the form SRG1119E was used to record this event and report it to the CAA. This form has now been withdrawn in favour of SRG1157 which can still be signed by your instructor. One advantage is that you don't need to total up the hours or landings, just show evidence in your logbook sufficient to satisfy the instructor that you have crossed the threshold. The instructor should then scan and email the form to licenceapplications@caa.co.uk.

This applies regardless of the medical you are using: Class 1, 2, LAPL or a Personal Medical Declaration.

If your rating has expired, instead you will need to renew it by flying a proficiency check with an examiner who will be aware of the appropriate forms required.

This applies to UK CAA issued PPL licences, both Part-FCL (that may still say EASA on them, but are in fact now purely UK CAA licences) or those issued under the Air Navigation Order.

For those with LAPL licences, you should never write in the ratings page. Instead you must ask yourself if you meet the recency requirements prior to each flight and seek out an examiner if your currency has lapsed.

Those flying on a PPL licence reduced to LAPL privileges due to a lower class of medical must still revalidate their SEP rating.

David Chambers
Flight Instructor

Where to go in March

Flyer: Longside, Perth, Rufforth East

Light Aviation: Haverfordwest (£10.00), Sandown – Isle of Wight ½ price and Sherburn-in-Elmet free

In April

Audley End, Easter, Fenland, Fife

And looking further ahead:

Farway Common

Delighted that they have three fly ins booked for 2022! More info to follow but dates are:

May 21st & 22nd - Farway Welcome Fly In

June 18th - LAA Devon Strut Fly In

July 22/23/24 - European Luscombes Fly In

(Details on the LAA and Luscombe fly in via their respective Facebook pages.)

24th April : Wessex Strut Fly-in at Henstridge

16–18 June: Aero Expo Cotswold Airport. The Fly-In Booking System for AeroExpoUK will open in March 2022. . Please register your interest here: <https://www.aeroexpo.co.uk/fly-in-booking/> All Fly-In Pilots and their Passengers receive a free entry to AeroExpoUK at Cotswold Airport 16-18 June 2022.

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

