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# Brissle Strutter



Newsletter of the LAA Bristol Strut

MAY 2023

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## Message from the Chair

Well – the weather is definitely starting to improve, and hopefully we’ve got a great summer’s worth of flying around the corner to look forward to!

I had a great trip out recently to Salcombe (Bolt Head) – lovely views on the way down, fabulous walks along the coast – and even some great birds to see whilst walking (yellowhammer, bullfinch and linnets in case you wondered). However, it did make me think about how lucky we are to be able to enjoy the freedom of flight – with all the responsibilities and privileges that go with it – and that staying ahead of the game is really important as we come out of the winter period with (often) less currency than we would like. A good way to prepare in advance is to take advantage of the webinars being provided by Astral Aviation – both live or via their recordings of previous events. They are all free of charge, and offer some great insights and advice... the next one is on ‘Skill Fade’ on **Wednesday 3 May at 19:30** local (see <https://www.astralaviationconsulting.com> for details on how to register plus previous workshops including the most recent on Single Pilot Crew Resource Management – quite thought provoking).

It was great to see so many members (and a few visitors) in attendance for Jeremy Lieber’s great talk last month on his flying story – which is definitely still being written! (more details below) You should all be aware that we have now got a full year’s worth of activities planned, with details available via the website.

Although I am still looking for some assistance with planning a couple of events – particularly the Strut Fly-In (August) and Meet the Strut (October) – please just drop me an email if you are able to help in any capacity.

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## This month's meeting

Just a reminder for everyone that there is **no meeting at BAWA this month** – instead we are going to try for our first fly-out as a Strut for a number of years – to Compton Abbas (voted in at our last meeting by all of you as our number 1 airfield to visit)! **This is planned for the weekend of 27-28 May, with the Saturday being the primary day and the Sunday a reserve.** We'll be sending more details out closer to the time – but if you're not a member of the Bristol Strut Scramble Whatsapp group now might be a good time to join, as that's a really good way of keeping in touch and coordinating activity in a more timely way than using email. If you need any more details on this please feel free to contact the Chair for more details.

It would also be helpful to know who might not be able to fly down themselves, and who might have a spare seat to offer (and where from!) – as we're keen to try and involve as many people from the Strut as possible. Again – in either case – please contact the Chair in good time.

## Last meeting

*"How the hell did that happen?"*

Jeremy Lieber explained how he went from basic PPL to flying a Hurricane. The PPL was obtained on Tiger Moths at Cambridge, taught by the renowned Bill Ison; the route from there was governed by his principle of "Be Prepared" – accumulate capabilities so that when the time comes you are in the position to seek (or seize) an opportunity. And accumulate capabilities he did – aerobatics rating, CRI, LAA coach, instructor, aerobatics instructor, etc, in the process accumulating experience in such diverse types as Pitts, Ryan STA, Hornet Moth, Harvard, Stampe, as well as in his Jodel 1050M.

Note the commonality: wheel at the back.

His plan for a flight in a Spitfire were dashed when the rules changed – but then the possibility of flying a Hurricane was raised. This required initial training on flying a Harvard as though it was a Hurricane – but his "Be Prepared" philosophy had already given him familiarity with a Harvard. So once he had satisfied the Hurricane owner of his ability it was on to the iconic machine – for which he was committed to 5 hours of flying, of which some still lie ahead of him. While very satisfied with his achievement, he did comment that from a handling point of view "it is just another aircraft – and in some respects easier to fly than the Hornet Moth!"

## Picture Quiz

No-one offered a solution for the purpose of this rental property.



It's a humble aircraft accommodation seen, along with half a dozen others, at Eatonville Airport, WA, USA



## Information from the CAA and elsewhere

The CAA has produced its formal [Consultation Response Document CAP2532](#), summarising the responses received to the CAP2335 consultation on GA pilot licensing and training simplification and the proposed next steps.

For any of you who aspire to Aerobatic/ Towing/ Mountain/ Flight Test Ratings, please note that applications now [have to be made online](#).

The CAA has raised [Safety Notice 2023-002](#) in relation to maintenance programmes for aircraft used for glider towing. Probably directly of interest only to Ron, but it does make a useful point that your aircraft maintenance programme should be reviewed yearly and that *"the review should identify deficiencies in the AMP by a review of deficiencies in the aircraft, to ensure that the programme continues to be valid for the operation of the aircraft."*

Ofcom have generated a new [portal](#) for managing aeronautical radio licences. The service will enable new licence applications to be built, variations to existing licences, surrender of licences, payment of licences and management of contact details. To access the new system you will need to be a registered user. My experience is that I registered as a new user, but once on the portal had to contact them through Chat to get this account linked to my existing licence.

Astral Aviation's next online workshop on **Wednesday 3 May at 19:30** is on Skill Fade; sign in [here](#).

The next AIRAC update is on 18 May; don't forget to keep your electronic databases current.

**The threatened permanent Keevil danger area comes into force on May 15'** there is a [link to the CAA airspace portal](#) here.

The latest edition of CAA's "[Clued Up](#)" discusses why and how you should report ATC refusal of access to controlled airspace. "Don't shrug it off", it says, "there's a feedback process designed to help improve the system for all."

As the use of the Pilot Medical Declaration has not yet been covered by an amendment to legislation, and the present exemption is due to expire, [ORS54 No.1575](#) has been issued to extend the current position for a further year.

The LAA has been asked by the Home Office to share this request for feedback re the advance information requirements for international General Aviation flights

### Home Office Consultation: Advance information requirements for international General Aviation flights

On **Monday 24 April** the Home Office launched a consultation on 'General Aviation: Advance information requirements for international flights'.

The consultation can be found online here: [Advance information requirements for international General Aviation flights - GOV.UK \(www.gov.uk\)](#).

Have your say!

We are seeking views from the General Aviation sector on a proposal to introduce new regulations requiring persons responsible for international GA flights to submit information online and in advance about flights to and from the UK and persons on board for immigration and policing purposes. These regulations would be underpinned by a civil penalty regime.

When do I have to return my response?

We encourage you to take the time to read the proposal and respond to the consultation which closes on Friday 16 June.

Join online sGAR familiarisation sessions

In March 2019, the Home Office launched the s-GAR "submit a general aviation report" web service, enabling the submission of information online and in advance about international GA flights and persons on board.

During the consultation period the Home Office will be hosting online sessions demonstrating the sGAR portal. If you would be interested in joining, please email [GeneralAviationConsultation@homeoffice.gov.uk](mailto:GeneralAviationConsultation@homeoffice.gov.uk).

## Where to go in May

### Events

May 1	Popham — Classic car show & vintage fly-in
May 13-14	Compton Abbas — Pooley's Air Day Bodmin — Vintage Aircraft Club fly-in
May 14	Turweston — LAA At Home Day fly-in
May 19-20	Wycombe Air Park — Private Flyer Fest
May 20	Abingdon Air & Country Show
May 20-21	North Coates—Spring fly-in
May 28	Bidford—Wings & Wheels
June 3	Blackbushe Air Day Bodmin—Ladies' Day fly-in

The LAA's new CEO, Simon Tilling will be attending as many events as possible throughout the summer starting with the **Popham Microlight Fair this weekend 29th and 30th April**. He will be on the LAA stand between midday and 2 pm on both days and is looking forward to meeting as many of you as possible.

Simon will also be attending LAA's Open Day at **Turweston Aerodrome on Saturday the 13th May** and will be hosting a couple of sessions to hear your views on the theme - 'The Future of The LAA' one at midday and one at 2 pm.

## Tip of the Month

Those of you who bought a SkyEcho 2 with CAA support 2-3 years ago may not be aware of a significant subsequent addition to the Pilots' Guide concerning charging. One statement is:

*Regardless of adapter output, it is not recommended that the SkyEcho be used permanently in-aircraft using a 12V USB adapter as the SkyEcho will consume more power than can be provided by the adapter though others may be equally important for your installation. The full text is at para 8.2.1 [here](#).*

I have seen reports of SE2 dropping out for this reason. However we have not had this problem on G-DENS, even during Neville's long Dawn-to-Dusk flights.

There is also a recent [firmware update](#).

*An article received by Mary Leader, who is co-editing this issue while Trevor is in Italy (celebrating a big birthday!). It may be of interest to those who might remember Whitchurch Airfield as an airport rather than the built up area it is now!*

## COMMEMORATING FLIGHT 777

At 07:35 on the first of June 1943 the roar of twin Wright Cyclone engines could be heard as a Douglas DC-3 tore down the runway of Lisbon Portela de Sacavem international airport.

This was "IBIS". Originally Dutch registered as PH-ALI but had been re-registered by her new owners "British Overseas Airways Corporation" (BOAC) as G-AGBB after it was evacuated from the Netherlands in May 1940, along with her crew Just as the German army invaded.

Although the flight had been delayed by one of the passengers disembarking allegedly to rush to collect a package from the customs office that contained items of ladies garments intended as a gift. The take off had been smooth as the aeroplane climbed towards her cruising altitude of around 8,000 ft (2438m) in command of IBIS was Captain Quiriunus Tepas, second in command, Captain Dirk De Koning, flight engineer Engbertus Rosevink and wireless operator Cornelis van Brugge.

The 13 fare paying passengers on board settled back for the seven and a bit hour flight back to the UK and the IBIS home airport of Whitchurch in Bristol. This extended route took the aircraft out into the Atlantic away from the Portuguese coast and the risk of enemy fighters.

I can only imagine the conversations talking place between the individual passenger groups such as Mr and Mrs Stonehouse possibly discussing their plans for that evening or Mrs Hutcheon trying to keep her two young children amused for the flight ahead given the eldest Child was 11 and her young Daughter Carolina was a mere 8 months old this would have been quite a task. Even Hollywood Actor and heart throb Lesley Howard discussing the lingerie he had just picked up at the customs desk with his long-time friend and accountant Mr Chenhalls along with how he wanted the moment to be just right when he presented the gift to the recipient.

The Aircraft continued to climb out to her cruising height, being a non-pressurised cabin was limited to below 10,000ft so to maintain oxygen for all on board. Although flights were limited to 3000ft over the British Isle, this rule did not apply to flights outside of this controlled airspace.

It is possible, back in Lisbon telephone lines lit up just as the IBIS tyres left the tarmac. As eyes would have seen Wilfrid Isreal a prominent Anglo-German Jewish activist, or Tyrrell Midway Shervington the Director of Shell-Mex & BP(Lisbon). Even Ivan Sharp who was a Senior official for UKCC (United Kingdom Commercial Corporation) board flight 777A bound for Bristol.

It is even possible that Howard himself had been mistaken for Walter Thompson Churchills bodyguard while Howards portly friend Alfred Chenhalls was mistaken for Churchill himself. All this information would have been passed back to German forces.

A Lot of information, rumours and dam right lies exist about the passengers on the doomed flight. Including rumours that Howard was not only an actor but was also a talented spy for the British Government.

There is also a strong possibility it could have been a case of mistaken identity by the German Pilots.

IBIS was not flying in her commercial silver bare aluminium skin (To save Weight and maximise her range) nor KLM Orange. A colour used by KLM to not only to promote the Nations national colour, but to highlight to all waring parties the Civilian status of their aeroplanes. Sadly, IBIS had recently been repainted by B.O.A.C. in full Camouflage! I will leave this up to you dear reader to do your own research and draw your own conclusions.

What is know is throughout the flight regular radio traffic was exchanged between Radio Officer Cornelis Van Brugge and Whitchurch control right up to 10.54 when IBIS signalled that she was being followed by aircraft, and they were taking fire. Shortly after this transmission IBIS hit the water just over 200 miles Northwest of the coast of Spain, Killing all 13 passengers and her crew of 4.



Reports from the German pilots who attacked IBIS were also conflicting. One pilot reported seeing parachutes leaving the aircraft (4 in total) but all catching fire on exiting and the wearer to plummet to their death. Yet another pilot reported IBIS hitting the water with all hands lost.

Search vessels were dispatched to the area but IBIS was never found. One of the flying boats involved in the search came under enemy fire and had to ditch off the coast of Cornwall.

A lot of Mystery surrounds the why's and who's of this flight.

My name is Mat Adlard, I am the events co-ordinator of the North Bristol Amateur Radio Club (NBARC). We are joining with our friends at South Bristol ARC to put on a commemorative special event radio station.

The event will run from **Tuesday the 30th of May until Saturday 3rd of June.**

We do intend to hold a minutes silence at 10:54 on Thursday the 1st of June to mark the moment the last radio communication Whitchurch airport received from IBIS (flight 777).

We plan to have the station operational by 10:00 until 17:00 each day and we would warmly welcome visitors and hope they may learn something of the Area they live in, and the story of Flight 777.



**And Finally!** (thanks to the Devon Strut News)

