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Brissle Strutter



Newsletter of the LAA Bristol Strut

November 2026

Message from the Chair

Dear Strut members,

Following the annual moving of the stones at Stonehenge, marking our move back to GMT, it is very noticeable that the evenings are drawing in – and consequently the length of the flying day is considerably shorter! And whilst at the moment we haven't seen very much rain, I'm sure it will be coming (and badly needed to refill the reservoirs) - of course wetter grass runways will inevitably lead to mud! I'm sure there must be a time during the year when the bugs have gone and the mud hasn't yet arrived, but if there is, I haven't noticed it.

Whilst thinking about colder and wetter weather, a quick reminder for all those out there with wooden propellors – if you tightened up your bolts during the hot and dry summer, now might be a good time to think about re-torquing them to allow for expansion of the wood.

It would be remiss of me not to mention the skittles evening with our friends from the BAC ... so having done so, I'll quickly pass on to other matters (see report later on)! I did enjoy catching up with an old RAF colleague (John Sorsby) who I hadn't seen since 1988 – I've included a picture with both of us in – see if you can identify either of us...(see Tailpiece)

Which brings us to our annual Christmas dinner, which will see us returning to the Willy Wicket on Thursday 3rd December at 18:30. This will see the annual general aviation knowledge quiz courtesy of our quizmaster Alan, as well as the opportunity to relax with flying friends. I'll be sending out a note via the WhatsApp group shortly, together with a menu – I'm still waiting to hear if a deposit is required – and will then be asking for a commitment by the 20th November.

We're still working on our next meeting on Wednesday 18th November, which I'm hoping will be a celebration of our 40th anniversary. Details will be out shortly (WhatsApp and email), but do dig out any pictures that you've got of Strut activities over that period...

Safe landings,

Neville

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Last month's meeting



Volunteer Ian Watson described the work of the Wiltshire and Bath Air Ambulance team, part of the Helicopter Emergency Medical Service (HEMS). The team operates a twin-engine Bell 429 from their own site at Semington., from where they can reach anywhere in Wiltshire within 11 minutes. Operating hours are 0800 - 0300 as they have NVG capability (the only HEMS helicopter in the area so equipped).

With an average of around 3 sorties per day, taskings are initiated by the HEMS headquarters at Exeter, and are not confined to Wiltshire. The crew comprises pilot, and two critical care staff - doctor and paramedic or two paramedics. All crew have a tactical role, eg during a night landing all three crew must be satisfied with site suitability or the approach will be terminated.



At the meeting ended with a ceremonial handover of a cheque for the £776 raised at our August fly-in, a small but appreciated contribution towards their £4.5 million annual costs.



We had a second meeting last month - our annual skittles match against the Bristol Aero Club - and our run of losses remains unbroken! Nor are we getting any better.

This month's meeting

- will be on Wednesday 18th November, details to follow as mentioned by Neville on page 1.

News from the CAA and elsewhere

The CAA has recently updated the Explanatory Notes accompanying the UK Class Type Rating Endorsement Lists., The Notes provide guidance on how the UK class and type rating lists are applied and how the information contained within the endorsement lists should be interpreted. They also explain aircraft grouping within class ratings, when additional training may be required between variants, and how licence endorsements relate to specific aircraft makes and models.

The CAA held a webinar on 15 October 2026 to discuss the National Private Pilot's Licence and highlight the publication of CAP3181 – NPPL Licensing, associated ratings and the IMC Rating. A recording of the webinar is now available for those who were unable to attend or would like to watch the session again.

Chris Wright reminds us that the Royal Aeronautical Society's Light Aircraft Design Conference 2026 is on November 6th - poster included in this Newsletter.

The CAA has issued a new Safety Sense Leaflet (SSL36) on the safe use of autopilot and electric trim systems in GA aircraft, including the management of trim runaway events, which have contributed to several fatal accidents.

News from the CAA and elsewhere (cont'd)

We have news of two events from Bristol Aero Talks. The first is in conjunction with the Bristol Branch of the Rolls-Royce Heritage Trust and will be the **First Jock Heron Memorial Lecture**. Group Captain (Retired) John "Jock" Heron OBE, who died last year, was an enthusiastic supporter of Bristol aviation heritage and served as a trustee of the Bristol Aero Collection and as chairman of the Bristol Branch of the Rolls-Royce Heritage Trust; he actively supported what became Bristol Aero Talks.

The evening will begin with a eulogy to Jock Heron given by Sir Iain Gray CBE CEng FREng FRSE FRAes. This will be followed by the talk ***When Lightning Strikes Twice*** by **Dave Gordon** FRAeS, President - Rolls-Royce Heritage Trust Bristol Branch. This will provide a personal account of the Lockheed Martin F-35B Lightning II from the X-Plane program to operational service. The talk will be held at **7:15 pm** on **Tuesday November 17th** at **Aerospace Bristol** in **The John James Theatre**.. Pre-booking is not required. There is no entry charge, with a voluntary leaving collection to support Aerospace Bristol

Looking further ahead on Tuesday December 1st Paul Beaver will give a talk entitled Reginald Mitchell – The Legendary Engineer. Further details on this talk will be made available ilater.

The next AIRAC update is on October 26th: don't forget to keep your electronic databases current.

Where to go in November

Flyer Club vouchers: Eddsfield, Dunkeswell, Easter, Yatesbury

Tailpiece

The Force is with us. Where's Dolly - and John (see page 1)?



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