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Brissle Strutter



Newsletter of the LAA Bristol Strut

APRIL 2024

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Message from the Chair

So here we are – through the vernal equinox and apparently moving back towards summer, with the days now longer than the nights – unfortunately no-one seems to have told the weather, and at present apart from the (very) odd nice day, it generally continues to be both wet and windy! For the Strut, March brought 2 excellent presentations – one from Rob Gratton and Rachel Dyche from the CAA on airspace infringements (very reassuring, perhaps surprisingly), and the other by Rob Hart from SkyDemon, with lots of very helpful advice for users of this particular package. More detailed reports are contained later in the newsletter.

As we hopefully start to see better weather, Strut members (and their friends) may be considering further flung touring this year – if so, April's presentation could be just the thing! I'm delighted that Dave White (known to many from the Flyer forums and online presentations) is going to be talking to us about Safety and Survival from a specifically GA context. Dave has a wealth of experience in GA terms, as well as being a highly experienced flight trials observer in the rotary wing arena – and he's a great presenter to boot. So do come along and take the opportunity to learn about how best to prepare for what all hope will never happen.

Now just a reminder that we have our first Strut fly-in planned for the 8th June – and we will need some volunteers to help with setting up and running things on the day. If you are willing and able to help – could you please just let me know – email, text, WhatsApp, phone call – or even in person – the more hands we have to help, the lighter the load will be. And don't forget to let your flying friends know!

I'd also like to say that I'm still looking for a co-pilot/navigator to undertake TopNav with me! It's a great opportunity to brush up on your old school navigation – and have some fun along the way. So – if you're free on Saturday 27th April (Sunday 28th weather reserve) and fancy a day out – please let me know!

Safe flying,

Neville

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This month's meeting

General Aviation Safety & Survival – Dave White

Dave learned to fly in 1985, when Biggin Hill was almost affordable! After taking on a share in a Jodel, he wanted to fly to Europe but could not make head or tail of the published requirements to do it. So he sat down with a cold towel around his head to work it out and having distilled all the official-speak he realised that it is FAR simpler than it looks – so has been on a mission to let everybody else in UK General Aviation know the good news.

He also worked for a while as a flight test observer developing, amongst other interesting tasks, operating clearances to allow helicopters to land on ships. It was at that point, being a coward, that he began to take a personal interest in aircrew safety and survival.

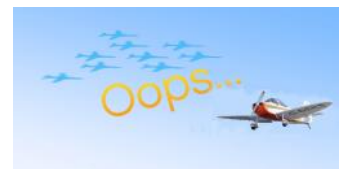
Tonight's talk attempts to combine both those interests by providing an overview of what GA pilots might wish to consider when flying over water and/or remote areas. It is a collection of information gathered from the professional training he has received and hints and tips gathered from many sources.

Note that Dave maintains a [useful guide](#) on various matters for continental flying.



Last month's meetings

For our regular meeting our guests were Rob Gratton and Rachel Dyche of the CAA Airspace Infringement Team (AIT). They reminded us that an air navigation service provider must report all infringements within 72 hours through a Mandatory Occurrence Report. It is also mandatory for pilots of Part 21 aircraft who are aware that they have infringed, and encouraged for pilots of non-Part 21 aircraft. The four members of the AIT deal with the order of 1200 MORs per year. The investigation process is on Just Culture principles, with the emphasis on education to avoid future infringements rather than on punishment. A casefile is prepared with evidence gathered to supplement the MOR and then infringements are classified as Tier 1 (minor, not leading to intervention measures, no previous infringement in last two years) or Tier 2 (loss of separation, safety impact, previous infringement). Tier 2 are dealt with by the AIT, usually with a bespoke education letter; Tier 1 are reviewed by the CAA's Infringement Coordination Group leading to a range of possible outcomes, from the bespoke education letter through online tutorial and test, airspace infringement awareness course, defined practical training, to provisional suspension (only some 2% of cases).

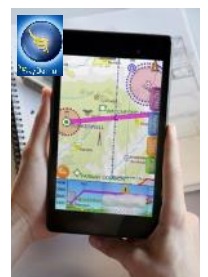


The principal causes of infringement are:

- lapses in preflight planning/preparation,
- lapses in threat and error management,
- lapses in in-flight decision making/human factors,
- incorrect use of VFR moving map devices, including lack of a proper understanding of their functioning and limitations.

Around 80% of infringements occur with pilots flying with moving map displays!

Our bonus meeting last month was the presentation by Rob Hart of SkyDemon on SkyDemon Tips and Tricks. Armed with our navigation devices, we listened to Rob – and from the frequent “Ah”s round the room he hit the mark! I feel that SkyDemon and other apps such as EasyVFR have so much capability that the average pilot does not do enough flying to keep familiar with it all.



Information from the CAA and elsewhere

Late in 2022 the CAA ran a consultation on the simplification of GA pilot licensing and training; the results of that consultation were presented in [CAP2532](#). They are now issuing a series of papers with proposals for changes; the first of these, for aeroplanes (including microlights), is given in detail in [CAP2974A](#) with an executive summary at [CAP2974C](#). You have a chance to respond to the proposals [here](#); please do so, it's important, it will affect all licences! You will need to refer to CAP2974A in doing so. I particularly note questions 49 and 50 on aerobatic and sailplane towing ratings—required for Part FCL licences but not for ANO 2016 licences. Surely, to meet the aim of simplification the ANO 2016 approach should be adopted unless there is compelling safety evidence not to do so.

The closing date is 22 May.

NHE, a magazine for NHS executives, has published an [article](#) on the myths and realities of drone deliveries in healthcare – very interesting!

Strut member John Secker is a member of the US Experimental Aircraft Association, so has access to their many webinars. He tells me that some of them are now [available on YouTube](#). I'll have some more suggestions from John next month.

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

Where to go in April

Light Aviation vouchers: No further vouchers pending appointment of a new LAA Advertising Manager.

Flyer vouchers: Heavily tilted to Scotland this month: Balado, Dornoch, Easter, Fife, Glenforsa, Kingsmuir, Longside, Perth, Skye –oh, and Clench Common.

And to get you thinking ahead to May, we are planning a Strut Fly-out to the Jet Age Museum at Gloucestershire airport on Saturday 4 May.

Also note this D-Day anniversary highlight at Old Warden.



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Puzzle Picture

Chris Wright has the answer to last month's picture: a device for acoustic tracking of incoming aircraft. This particular example is Czech from the 1920s;

some more weird and wonderful solutions are [here](#); I'm particularly intrigued by the German combined optical acoustic devices shown on the left, though I'm not quite sure about the purpose of linking arms—suggestions?



And now, a solution to all the rain we've been having; at least you can keep dry during the walkround! You may need help from Google for this one.



Can you suggest any other aircraft with disc-shaped wings?

Tailpiece

