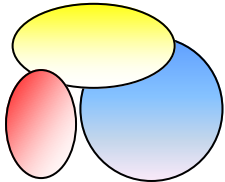




Brissle Strutter



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NOVEMBER 2021

Inside this issue:

Next Meeting - Parton Tour	1
Last month's Meeting	1
Pilot X	2
CAA etc Updates	3
JetAge Museum	3
Spitfire flight	3
Picture Quiz	4
Going foreign	5
Skittles Evening	5
Where to Go	5
Pilot X answers	5
Tailpiece	5

Next Meeting— Grand Parton Tour

Tuesday 2 November:
 Our Treasurer Neville Parton and daughter Hannah entered the Pooley's Dawn to Dusk competition in June - the aim being to "undertake a day's flying with an original and praiseworthy objective". They flew over or landed at 28 RAF stations where 4 generations of the family had served.



Neville and Hannah will tell us about the planning, last-minute changes and the successful but tiring flights.

We will gather at BAWA in Room 4 at 7.30 and the talk will start at 7.45. The bar will be open so do charge your glasses and support the venue.

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LAST MONTH

Our guest speaker, Mike Fortescue, told us about bush flying operations in Labrador. He started by explaining the history, geography and culture of the region before moving on to the aircraft and the climatic conditions. He was working for the Grenfell Mission, which provided medical and social services to the area; the aircraft fleet used floats in summer and skis in winter - but with some awkward times in between when there was snow and ice in the north and free water in the south!

His role as aircraft dispatcher was occasionally expanded to providing medical support. His own flying was from the well-known Goose Bay airbase.

PRE-PLANNED IMPACT by Graham Clark

This will be the last lesson to learn from Pilot X. Printed with kind permission from Flyer Magazine and many thanks to Graham.

Like many of his friends, X was kept out of light aircraft and a PPL by the simple fact that for years, rising costs kept pushing a licence beyond his pay grade. So when he discovered by chance on reading a magazine that there was now a new generation of three-axis microlights which **looked** like an aeroplane, **flew** like an aeroplane, and cost a lot less to **own** and operate than earlier generations of 'Group A', there was no holding him. His research quickly discovered that 'Microlights', 'Light Sport Aircraft' or 'Ultralights' all packed a similar visual appeal and in addition, were affordable! This was the way forward, and he wasted no time. He found a club operating a three-axis all-metal microlight and began training. He made good progress, and soon Student X advanced to become microlight Pilot X.

After a while, he found the limitations of renting a club machine irksome. He was effectively sharing 'his' aircraft with 30 others and there were the usual conflicts. The answer was to start a small five-man flying group whose members purchased a two-seat low-wing microlight: a wheelbarrow job of course, because none of them had the inclination or training to go for a taildragger.

Microlight Pilot X loved the machine and after ten years had accumulated over 300 hours, mostly with a passenger on local area flights. Given the empty weight of 325.9 kg and a maximum all-up weight of 472.5 kg, with two POB it was sometimes difficult to keep within the max. A UW by any means other than bunkering less than half the 76 litres of fuel capacity.

In his basic training, Student Pilot X had become aware that the take-off and initial climb represented the most dangerous phase of every flight. His instructor drummed into him the truth that in the event of an engine failure after take-off (EFATO), a 180° turn back to the airfield was the very last resort, and demonstrated (at altitude) why this was so.

Some years later when armed with his licence and 300 hours – including numerous PFLs and practice EFATOs – X was pretty confident of his ability to handle the three-axis microlight without an instructor breathing down his neck. Partly for fun, he regularly practiced solo what he had been taught, including EFATOs.

On the day in question, he had reserved the microlight for a cross-country with a friend. The two men were well-fed and together weighed 170.8 kg. The two boarded the fully-fuelled microlight and X started up the Jabiru 2200, advising the controller that after take-off, he would be doing a practice EFATO back to the 1,220 m x 30 m hard runway. This was acknowledged by the FISO, and the two-seat microlight sped down the runway to a normal take-off and climb towards a line of trees.

Witnesses subsequently stated that following the initial climb, the microlight crossed the airfield northern boundary and adopted a horizontal flight attitude at an estimated height of 210 ft to 250 ft and then commenced a left turn. After initiating the turn, the microlight had started to lose height, witnesses estimating the angle of bank as 30°. Hav-

ing gone through about 150° to the left, the angle of bank increased to possibly 60° and the motor was heard to get louder. At this point, the microlight disappeared behind the line of trees and witnesses heard the sound of breaking branches and an impact. Rescuers rushed to the location, where they found the microlight had smashed into a forest track.

The first contact had been between the right wing and a tree; 50 ft further, the wreck was found inverted on a foot-path, the left wing having scored along the path. The fin was bent left at an angle, while the right wing was broken at the root, with the leading edge collapsed. The right wing had collected branches and leaves and was bent in-line with the ailerons. The left wing was bent back at an angle of 70° along the fuselage and crushed along its entire span. Both propeller blades had departed and lay on the ground directly alongside the wreck. The carburettor float chamber had fuel, and the fuel tank located in front of the firewall had burst. A really thorough demolition job. In an attempt to rescue the occupants, first-aiders turned the fuselage for access to the cockpit. Both occupants were dead, and the all-metal microlight completely destroyed.

Of course, this kind of an accident attracts a full investigation that runs through the regular litany of factors leading up to the accident. One such was an informal agreement amongst the group members that, having flown, a member would fully refuel the aircraft before putting it away; maybe a normal courtesy, but in this instance the empty weight of 325.9 kg and the two POB weight of 170.8 kg put the weight up to 496.7 kg without any fuel at all; not forgetting another 4 kg for the odds and ends of personal baggage.

Of course, the manufacturer produced handling notes for the aircraft which stated that in the event of an EFATO, the pilot should put the nose down to achieve the approach speed and land straight ahead, making only very small heading changes. Further, the manufacturer stated that under these conditions, very seldom do the height and speed suffice for a 180° turn back to the airfield, and that in this aircraft such action can only be even remotely considered when having reached a height of 330 ft. At this height, a U-turn would be impossible for many a sailplane.

The manufacturer added a warning, that by exceeding the published weights, the pilot will overload the structure, de-grade performance and handling characteristics. Further, that in the overloaded condition, the centre of gravity may be outside the permissible range.

Questions:

1. *What was Microlight Pilot X's first fundamental mistake?*
2. *On becoming airborne, what was X's next mistake?*
3. *What was X's final, fatal mistake?*

Answers on page 5

CAA Etc UPDATES

Here are several ORS 4's, probably of limited interest to Strut members, but just in case.....

[ORS4 No.1508: Use of Type Approved Microlights and Gyroplanes for Flight Training or Self-Fly Hire](#)

[ORS4 No.1509: Aerotowing of Hang Gliders by Type Approved Microlight Aeroplanes](#)

[ORS4 No.1510: Use of National Permit to Fly Aircraft for Flight Instruction and Self-Fly Hire](#)

Last month we mentioned the CAA trial on the use of active carbon monoxide (CO) detectors in general aviation; the trial is still open for registration to any member of the UK GA community who flies with an active CO detector and is willing to commit to completing a short monthly survey, every month, over the next 12 months. See <https://www.surveymonkey.co.uk/r/CODETRIALREG>



Following on from Mike Fortescue's talk last month how about visiting the Jet Age Museum at Gloucester Airport? You may well see him there.

It is open Saturdays and Sundays 10 am to 4 pm at Meteor Business Park with access only via Cheltenham Road East GL2 9L. There you will see Gloster's famous aircraft on display and history of aviation in Gloucestershire, plus open cockpits in which you can sit!

Free Entry, Free Parking and staffed by knowledgeable volunteers.

There's a café for drinks and snacks to keep you going.

For more details and to plan your trip visit: <https://jetagemuseum.org/>



Lucky Neville

Since Neville's Dawn to Dusk Challenge he has also been lucky enough to have a flight in a Spitfire!

He said: *Flight yesterday was excellent – amazing in fact! Still can't quite get over looking out over the wings on either side and listening (in fact feeling) that Merlin thundering away. See picture attached of a very happy man.*

Picture Quiz

Last picture: Trevor said: No, it's not a Bonanza, in spite of the V-tail.

Seen at Compton Abbas earlier this year.

So What is it? We've had a good response this month:

Alan George says: *I think the Picture Quiz is a Davis DA-2. Ease of construction was a major design consideration hence the slab side look with a lack of curves. I don't know the point of the V-tail though. T'internet tells me there is only 1 in the UK G-BPFL.*

Neil Wilson (Editor of Wessex Strut Newsletter) says: *The answer to your Mystery Aeroplane is a Davis DA-2.*

He also sent this photo which he took for an LAA air test in 2016!!

Mike Roberts (Graduate Engineer at LAA HQ) says:

With regards to the 'What is it' Column, The V-Tail aircraft in questions appears to be a Davis DA-2. I am very fond of this type, Leon Davis designed several fantastically simple aircraft., my favourite being his DA-11. A Briggs and Stratton powered aircraft of only 3.88m span. Video of it can be seen below.

<https://www.youtube.com/watch?v=CtUqAHL9TI>

For this month:

Once again Trevor has given us a picture quiz with this information:

About 63 years ago, age 15, at Ringway airport, I was asked by the pilot of this particular aircraft to sit in the cockpit and operate the magneto switches while he swung the prop. More recent photo courtesy of Mike Hudson - it looks in better condition now than it did then!



WANT SOME ADVICE ON GOING FOREIGN?

A frequent foreign traveller in his Jodel DR1051, Dave White recently gave a webinar on the subject to Flyer Club members; It has now kindly been made available to all by *Flyer* here:

<https://forums.flyer.co.uk/viewtopic.php?f=1&t=119935#p1878179>



SKITTLES EVENING

Saturday 13 November: Our much-delayed skittles match against Bristol Aero Club in the BAWA skittle alley.

WHERE TO GO IN NOVEMBER? Vouchers in:

Flyer : Castle Kennedy, Clench Common, Crosland Moor, Eddsfield, Enstone, Land's End

Light Aviation : Eshott, Shobdon ½ price, Spanhoe (closed Sundays) Tatenhill

PILOT X ANSWERS:

1. X had planned a flight that was overweight and therefore unsafe and illegal.
2. X had planned a manoeuvre that was inherently unsafe at low altitude.
3. X failed to maintain flying speed and lost control near the ground.

THANK YOU

Very many thanks to Graham Clark for giving us the varied and educational articles about Pilot X over the past few years. Thanks also to Flyer Magazine for allowing us to use them again since they had originally appeared in their publication.

Let's hope we have all learned lessons somewhat less painfully than Pilot X did!!!

TAILPIECE

Global warming may be the theme of the time, but we can still get winter weather. Don't forget to remove contamination from ALL surfaces!

