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Brissle Strutter



Newsletter of the LAA Bristol Strut

OCTOBER 2025

Message from the Chair

Dear Strut Colleagues,

Well, the evenings are drawing in, the leaves are on the turn and the air has a definite 'nip' to it first thing in the morning – we are definitely into autumn! Having said that, we've had a run of glorious days over the last couple of weeks – albeit interspersed with some dreadful weather at weekends, which sadly caused us to have to finally cancel our 3rd attempt at a fly-in for this year. This was clearly disappointing – but people have been very understanding (especially the contingent who were going to be driving in) – and we will simply try again next year. Thankfully weather did not affect the AGM – and in fact there was a definite upturn as we had a greater headcount than last year, and signed up a new member on the evening – so a very warm welcome to Howard Gurney. And we have now produced the AGM minutes (many thanks Mary!), attached for Strut members for your perusal. If you do spot anything in them that you think doesn't reflect what was said on the night please let us know and we can correct as required.

In terms of what's coming up, we start our change of regular date to the third Thursday in the month on Thursday 16th October, again this time in Room 1 (front building). I am sure we will have a fascinating presentation on the Air Cadet Historic Flight by their Chair, Dave Woolcock. Having had the privilege (!) of aerotowing their Sedbergh a few months ago, I have been fascinated to see the range of glider types that they have managed to resurrect and now fly on a regular basis – many of which I was completely unaware that the Air Cadets had ever operated. Then on Saturday 25th October we have our annual skittles match with the Bristol Aero Club – which will be a fun evening irrespective of the outcome! Arrangements will be the same as last year, with a cold buffet provided by the BAWA team; instructions on how to book will be sent out shortly.

You may also be aware that a significant number of changes are in the offing on the licensing front, which do look to make the current minefield of licences a little more straightforward—see page 2. Whilst we're on the subject of worthy material that is out there, I can heartily recommend a recent online session run by Astral Aviation relating to one of the other changes being introduced by the CAA, which is formal teaching on partial power loss on take-off. There are some very interesting statistics relating to accidents involving partial versus complete power loss at this stage of flight, and I'll write more on this in next month's newsletter. In the meantime, stay safe and fly when you can! Hope to see you at one of the October events.

Best wishes,
Neville

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Contact Information

Strut Chairman:
Neville Parton
07825 138077
chairman@bristolstrut.uk

Treasurer/Membership Sec:
Alan George
treasurer@bristolstrut.uk

Secretary:
Mary Leader
01275 541572
secretary@bristolstrut.uk

Newsletter Editor:
Trevor Wilcock
newsletter@bristolstrut.uk
Editorial Address:
17 Vowles Close
Wraxall
Bristol BS48 1PP

Webmaster:
John Leather
webmanager@bristolstrut.uk

This month's meetings

A start with the change of our regular meeting day to the third Thursday in the month. This month we are again in BAWA Room 1 (upstairs in the main building), Thursday 16th October, 19:30 for 19:45. Our speaker is Dave Woolcock of the Air Cadet Historic Flight. No doubt some of you will have started your flying career with the Air Cadets in Sedberghs and Cadet 3s. I note from my 1961 logbook four Sedbergh winch launches the first weekend (and a lot of ground school) then the next weekend 22 Cadet launches followed by first solos. No hanging around on these courses!



And on Saturday 25 October we have yet another opportunity to beat Bristol Aero Club at skittles. Surely the time has come for victory! BAWA at 1930 in the skittle alley near the bar. A finger buffet will be provided; members will be emailed very shortly with details.

Last month's meeting

We held our AGM on September 2nd. Inevitably the team of Strut officers were re-elected unopposed! Minutes of the meeting are attached to the distribution of this Newsletter for Strut members.

Sadly, the Strut 'Third Time Lucky' fly-in planned for Oaksey Park on September 20 failed to meet the expectations of its title - weather strikes again! We were not the only ones to cancel that day. Perhaps next year the weather gods will be kinder.

Information from the CAA and elsewhere

Significant changes to pilot licensing came into effect on 1 October, many, but not all, relating to pilot training. Fortunately the CAA has produced a short summary of changes in [CAP3155](#) to save my having to detail them to you, as the impact if any will differ with your individual licence (I have three!). There is further detail [here](#), which is particularly useful as it provides some specific links to new wording in the regulations.

A last reminder that you have until 6 October to respond to the [CAA's consultation on electronic conspicuity—initial technical concept of operations](#). Not easy reading, but with potentially significant implications for our future equipment fit.

The Met Office has introduced a new domain putting relevant aeronautical weather information in one place: the Met Office Aeronautical Visualisation Service mavis.metoffice.gov.uk. Services are in beta at the moment. I have quickly tried TAFs—click on EGGD and get EGGD TAF; click on EGVN and still get EGGD TAF! It may be me—I just need to get this newsletter out and then explore the website. Have a go and see how you get on.

Henstridge airfield has released a new map of noise abatement areas (see page 4). Note in particular the hatched area to the NE,

The next AIRAC update is on October 2nd; don't forget to keep your electronic databases current.

Puzzle Picture

Last month's picture was of the classic Bolkow 207, a '60s long-winged touring 4-seater derived from the wartime two-seat Klemm KI 107 — full marks to Alan.



And a hard one this month: Identify and explain the twin-engine (!) aeroplane on the left. You may need some help from the Internet, but here's a little hint:



Where to go in October

The event season is drawing to a close, but that's no excuse for not flying.

Flyer landing vouchers: Perth, Leicester, Audley End, Goodwood

Light Aviation: Sligo

4–5: Autumn Vintage fly-in, Compton

11: Daedalus Aviation & Heritage Group fly-in, Popham

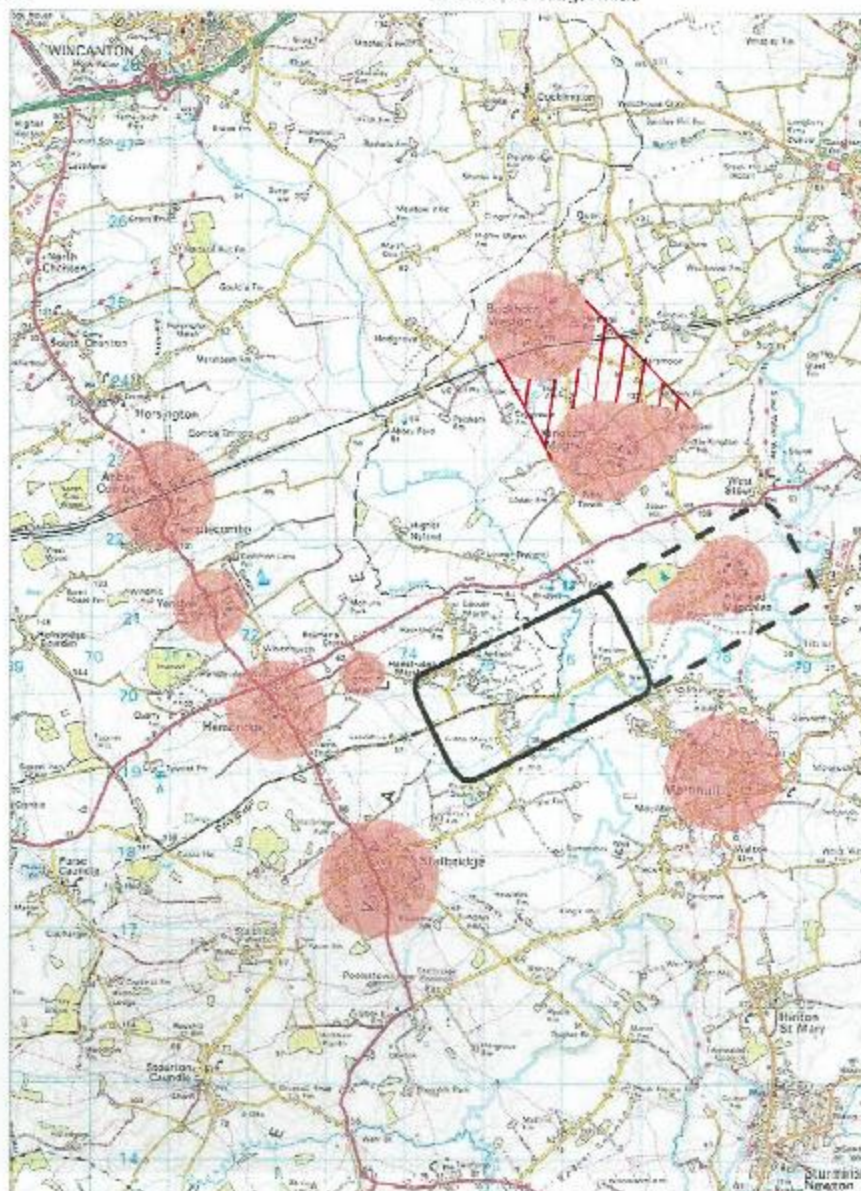
Tailpiece

VMC into IMC will get you at this time of the year — be careful and stay safe.



20/09/2026, 06:42

For Pilots | Henshinge Airfield



Noise abatement map Ordnance Survey version...

Circuit procedures;

Standard overhead joins are preferred. Both circuits have clearly identifiable lakes on the base/final turn.

<https://henshingeairfield.com/forpilots/>

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