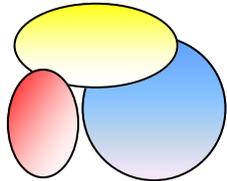




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Brissle Strutter



Newsletter of the LAA Bristol Strut

NOVEMBER 2022

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Next Meetings

There will not be a regular Room 4 meeting this month. Rather a visit has been arranged for Saturday 26 November to the premises of Retro Track & Air at Dursley. Attendance is limited and all places have now been allocated.

We will however meet at BAWA on the previous Saturday (18 November) for another attempt to beat Bristol Aero Club at skittles.

December meeting: TBD



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Last Month's Meeting

The Strut's own Chris Wright – better known to most as the builder and flyer of his 'Luciole' based at Nympsfield – gave a presentation on his activities as Chair of the Royal Aeronautical Society's General Aviation Group.



Winning design for a humanitarian eVTOL evacuation vehicle, from the 2020 RAeS Light Aircraft Design Competition

The all-volunteer group, comprising around 20 individuals, has a mission of promoting technical advancements across the full spectrum of GA aircraft (effectively anything up to 5700 kgs). This aim is delivered via a number of specific activities and initiatives, comprising everything from evening lectures and an annual design competition, through the design-make-fly approach and 'E-conditions' initiative, to the light aircraft annual design conference. Chris provided examples from a number of these, and also gave a 'teaser' run through of the content of this year's conference (further details can be found [here](#).) It should be noted that Chris came to this activity on the back of a long career with Rolls-Royce, having started off on an apprenticeship at Derby and then made the move to Bristol after the financial issues around RB211. He was involved with early Concorde engine development activity in the Flight Test Department, and ended with Chief Design Engineer roles in Transmission Design, F35 and Advanced Engineering.

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Picture Quiz

Last month's picture was of a 31 (later Magnaghi) Sky Arrow 650T, seen at Bodmin. Correct answers from Ron Perry and Alan George.



This month: triumph of function over form!

What is this aircraft, which visited the UK in recent years, and what is its function? Tailwheel, so an interesting view on taxiing and landing.

From my Dad's Notebook by Neville Parton

In the last newsletter Neville wrote: *"I think this was one of my father's favourites - he managed two flights in the same aircraft whilst at Boscombe, one on a supply dropping trip and the other for a bombing sortie."*

Not too difficult, but just the one correct answer from Alan George. Neville says: *The aircraft in question was an Avro Lincoln B2, serial no. WD123. Dad flew on a bombing sortie in January 1955, and then a supply dropping trip in April 1955. That particular airframe didn't last for long - it went to be scrapped just down the road at No 10 Maintenance Unit (MU) at RAF Hullavington in 1959, where it was bought by Enfield Rolling Mills (and presumably recycled).*

Editors note: Back in 1959, our family drove from Stockport to Sidmouth, and the fastest route (in those pre-motorway days) took us past Hullavington, which was full of Lincolns awaiting scrapping.

Neville offers: *The next aircraft was something a little more mundane - although Dad's trip again was a bombing sortie! Yes, not too difficult, but a very different basic trainer, with 550 HP, from the previous generations of Tiger Moth, Magister and Chipmunk.*



Information from the CAA and other sources

A reminder from the CAA that with the clocks going back on 30 October, it would pay to look at their updated Safety Sense leaflet on winter flying [here](#).

The fourth quarter report from the CAA's CO detection pilot survey is [here](#). Nothing too startling—but a reminder to get a CO monitor if you do not have one.

I advised you earlier this month of the CAA's "once in a generation consultation on proposals to simplify GA pilot licensing and training" - details [here](#). The consultation runs to 16 December—but start thinking about it sooner, **this will affect all of us**. There will be a variety of situations amongst us—for example I have three UK licences— so it is important that you say what principles you would wish to see followed in the simplification.

And another consultation, this time on the [Pilot Medical Declaration](#). There are some flaws in the questionnaire, though, eg Q4 asks what medical you hold but doesn't allow multiple answers—Class 2 and PMD for example. And other questions ask for an opinion, and then ask for evidence—which is far more likely to be available to the CAA than to an individual. Still, have fun filling it in! Closing date 5 December.

The next update in the AIRAC cycle is on 3 November; don't forget to keep your electronic databases current.

And a reminder for those of you who don't rely totally on electronic charting and wish to have an up-to-date VFR chart, don't forget you can find future publication dates [here](#) and all amendments to current charts [here](#).

The information below has been spotted on the Internet. It has also been attributed to EASA, so feel free to substitute the Authority of your choice!

FEDERAL AVIATION AGENCY NOTICE OF PROPOSED RULEMAKING (NPRM) Part 0, Section 000 (a) 1(c)

Section I - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

Where to go in November—and beyond

Sorry, free landing fee voucher information not available at the time of going to press.

Events:

5 November—Compton Abbas Vintage Saturday

10 December—Compton Abbas Christmas Fly-In. Free mince pies and Christmas coffees to visiting pilots! But only if you dress up in your finest Christmas attire.

I used this photo last month—but now you have the chance to learn all about it. **Bristol Aero Talks'** next meeting at Aerospace Bristol on Tuesday 8 November is on the history of the Glider Pilot Regiment. Details are at [Bristol Aero Talks](#).



And Finally!

The propeller is just a big fan in front of the aircraft to keep the pilot cool –



when it stops you can actually watch the pilot start sweating!