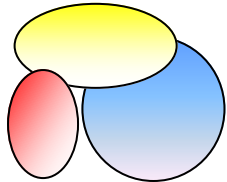




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Brissle Strutter



Newsletter of the LAA Bristol Strut

OCTOBER 2022

Inside this issue:

Next Meeting— RAeS GA Group

Tuesday 4 October Strut member Chris Wright is Chairman of the Royal Aeronautical Society's General Aviation Group, and will tell us about the work of the Group, which aims to promote all forms of GA activity through lectures, conferences, and design competitions.

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.

Future events:

October meeting : TBD



Shown here is the Lontrepid winning eRacer from the 2019 Design Competition.

Following last year's successful (apart from the result) skittles match against the Bristol Aero Club, we have arranged another booking at BAWA for **Saturday 19 November**.

And shortly we hope to have a Saturday morning visit (date to be announced) to Retro Track & Air at Dursley.

LAST MONTH'S MEETING—AND INTRODUCTION

Our AGM on 6 September has resulted in changes to the Committee, as shown on the right. Our new Chairman Neville offers the following words of introduction:

Having just taken over as Chair of the Strut, I thought it would be appropriate to write a short introductory note for the newsletter - especially for those members I've not had the pleasure of meeting yet. But before saying anything more, I do want to pay tribute to the years of service that Trevor and Mary have provided to the Strut. Initially with her late husband Ian, Mary has been generating the Newsletter for some 26 years as well as in the past organising Young Eagles events. Her efforts were recognised by award of the LAA Lois Parker Trophy in 2013, and a Certificate of Appreciation from the Royal Aero Club in 2015. She has earned a well-deserved rest from her newsletter role, which has been taken on by Trevor, but will continue as Strut Secretary. For his part, Trevor has been a member of the Strut for over 20 years, and chairman for the last 10 years – and as such has been at the heart of the Strut's activities, and we are all indebted to him for all of the hard work that he has put in to keeping it going - particularly during the last couple of difficult years. I'd also like to say thank-you on behalf of the Strut to Dave Hall who has retired from the Committee; he was the Strut's representative to the LAA National

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Committee for some years and our contact point for YES activities.

I come to the Strut as a relatively recent LAA member, and with a very chequered flying history! I originally learnt to fly as a 17 year old Air Cadet on a flying scholarship, and then joined the RAF to be a pilot - a career rapidly cut short by a medical issue. Following remustering as an Engineer Officer, I had a varied Service career for over 36 years, followed by a move into the MoD as a civil servant at Abbey Wood - where I'm still working. I came back to flying in the late 1990s, following a discussion with the CAA over the RAF medical downgrading, and ran the Wyton Flying Club (later the Pathfinder Flying Club) for 2 years, flying T67B and Robin DR400 aircraft. A posting to Brize Norton saw me rejoin the Air Cadets as an instructor on the Vigilant Motor Glider (Grob 109) flying out of Little Rissington, and also doing considerable flying with the station club on PA28s, including gaining a night rating. I also had the opportunity to fly in the States whilst doing an engineering managers course for the C17, flying out of Charleston Air Force Base - an interesting experience as it was also a busy international airport!

I continued flying and instructing through 2 further postings, before another health issue resulted in the loss of my medical - and flying. I thought that was the end of my flying days, but in 2016 a chance discussion with my daughter (then just starting her training with BA) led me to explore the NPPL and self-declared medical route. This led to the gaining of my 3rd UK licence, and a subsequent very happy period of flying - particularly since joining the LAA, Bristol Strut and G-DENS syndicate pretty much all at the same time in 2018. I was privileged to be able to enter the 2021 Dawn to Dusk competition with my daughter in DENS, being placed second, and have continued to explore more of the UK - and progressively smaller strips - over the last couple of years.

Despite having had such a 'bitty' flying history, where notwithstanding having been flying for over 43 years I've only managed to achieve just over 600 hrs - I have still been very fortunate to have had some great flying experiences along the way. Trips in Hawk, Hunter and Tornado aircraft, as well as a Harvard in New Zealand, Beaver floatplane in Canada, and most recently a Spitfire flight. I've tried gliding, paragliding and parachuting - but definitely prefer the combination of fixed wings and an engine! As of yet I've not flown in a biplane or single seat aircraft - but I keep telling myself there's still time... which leads up to the present- and taking on the leadership of the Strut. I think we all recognise the challenges that the Strut faces going forward, and over the next few weeks I'll be gathering my thoughts about what we might consider in terms of changes - and I'd be particularly grateful for any ideas that you have - whether in person, by email or even letter - about growing the Strut, and in particular trying to attract newer and younger members!

LAA Grass Roots Fly In 2–4 September

Unfortunately your editor was unairworthy and not able to attend, but has had favourable reports from those who did, even though arrival weather was a bit difficult for some. The event drew more than 3,000 visitors, more than 30 exhibitors and a total of 350 visiting aircraft, including Mack Rutherford, fresh from his circumnavigation of the globe.

LAA Annual General Meeting Please see the following details from LAA HQ:

The AGM will be held at LAA HQ, Turweston Aerodrome NN13 5YD at 1100 on **Sunday 23 October**. We will also have Zoom hybrid meeting capabilities and electronic voting, allowing members to participate even if they are unable to, or do not wish to, attend the AGM in person.

In addition to Zoom and electronic voting, proxy votes and polling of those in the room will be used to fulfil the usual formalities of an AGM, meeting our mandatory requirements as a Limited Company. A link to the Zoom meeting will be sent to all members by email at the start of October and, along with a full list of Motions and an AGM Schedule, will be circulated with October's *LA* and online.

In addition, once the formalities are complete we will allocate time to a Members' Forum to allow as many members as possible to quiz Board members and LAA staff, and to discuss some proposals for the future. Prior to formal business, we will also present LAA service awards and any Fly-in awards to members. Refreshments will be served and lunch will be available from the Turweston Tower Cafe.

Meantime, if you have any questions or comments for the AGM or the Members' Forum please get in touch with us.

Picture Quiz

Last month's picture from Phil Mathews who asked 'Can you identify the aircraft from its shadow and where is it taken?'

Just one answer, from Nigel Phillips who thinks it is a Piper PA34 Seneca flying by the bends of the River Severn. Phil says 'near Lydney' so that seems close enough! Phil offers to to say how low it was flying, if anyone asks—so perhaps you would like to have a guess!



This month: Interesting artwork, but what is the type of aircraft? Answers please to the Editor.

FROM MY DAD'S NOTEBOOK by Neville Parton

In the last newsletter Neville wrote: "See what you make of this!"

Well, clearly a tubby two-seater Vampire—but why is a trainer in camouflage?

Harry Hopkins from Gloster Strut suggests "Although it doesn't have the P marking of a prototype it looks like an early T-11 before the additional fin area was added, or it could be the aerodynamic test airframe for the night fighter version of the Vampire."

Chris Wright identifies it as a DH113 Vampire NF10, but admits to a bit of help from the Internet—as do I!



Neville writes: "This was one of the lesser known variants of the Vampire - a Mk10 Night Fighter. Originally a private venture by de Havilland, 93 were built of this two-seat side by side variant, of which 76 served in the RAF, with Italy and India the other users. The RAF period of service was relatively short, and it was replaced by the de Havilland Venom. The only surviving airframes are to be found in the Italian and Indian Air Force museums! My father had a 35 minute flight in one on an air test on the 3rd August 1955 - serial number WP253."

And for this month Neville offers: "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."



Information from the CAA and other sources

The latest edition of CHIRP General Aviation Feedback (93) is now available. If you don't already subscribe to it, why not? Far better to learn from other people's errors rather than your own!

<https://chirp.co.uk/category/aviation/general-aviation/> or download the CHIRP app.

The next update in the AIRAC cycle is on 6 October; don't forget to keep your electronic databases current.

There has been some criticism of the CAA's licensing portal CELLMA, so I thought I would mention my recent favourable interaction. I was necessarily declared temporarily unfit due to injury., but 3 months later being fit to drive again I wanted to reinstate my Pilot Medical Declaration. Into CELLMA, which clearly showed 'Unfit' but a single button press on 'Resume' by PMD status reinstated the PMD.

In an article in the latest GASCo magazine, the Chairman mentions that "it is not unusual for a long-standing PPL holder requesting revalidation to present me with their logbook for signature, and express surprise when I ask for their licence." It's not enough to have the required hours for revalidation plus the instructional flight; if there is a rating in your licence you must revalidate while that rating is valid, otherwise you need a flight with an examiner. Of course if you have a UK LAPL, then that licence doesn't carry a rating so you need only meet the hours, take-offs and landings and instructional flight requirements in the 24 months before any flight. He also mentioned that he finds experienced pilots who are not aware of the AIS phone line for last-minute airspace changes and Red Arrows itineraries—don't forget to ring it before walking out to your aircraft! 0808 535 4802 and 01489 887 513.

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

FAA 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 October Free/Reduced landing Fees:

Flyer:

Light Aviation: Brighton, Goodwood 1/2 price, Longside

1 October—Compton Abbas Vintage Saturday

AND FINALLY!

Nobody guessed Stephen Pemberton's back-of-beyond baggage claim area in last month's Newsletter. Appropriately enough, it was Land's End EGHC.



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No, not the LAA Rally, but Horsa gliders landing at Brize Norton.