



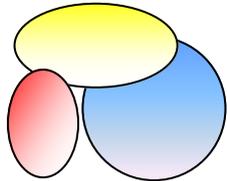
bristolstrut.uk



Brissle Strutter

Newsletter of the LAA Bristol Strut

October 2019



Next Meeting — Air Weapons Testing

Our next meeting will be held on **Tuesday 1st October** at 7.45 in Room 4 when our speaker for the evening will be our own Neville Parton who is an experienced senior leader within the defence aviation equipment and support environment .

His subject is:

"Air Weapons Testing - Release, Release, Release!"

We start to gather at 7.30 and the meeting starts at 7.45. **NB Room 4 is now our standard room.**



Next Meeting <i>Air Weapons Testing</i>	1
Picture Quiz	2
Where to Go?	2
Bristol Strut website	3
LAA /BMAA merger	3
Bristol Aero Talks	3
Pilot X	4
Musée des Arts et Métiers	5

Inside this issue:

Forthcoming Meetings:

5 Nov: - *Laurie Hilditch* (ex RAF test pilot & Shuttleworth Trust) "Logbook lucky dip"

23 Nov: - *Rob Hart* - *SkyDemon Tips & Tricks*; bring your SD device for interactive participation. To be held at Aerospace Bristol, details later.

3 Dec: - Christmas Quiz

Last Month's Meeting

We held our AGM on 3rd September when the business was dispensed with swiftly and efficiently and then general discussion followed.

The minutes of that meeting will be sent to Strut members as a separate attachment with this newsletter.

LAA ANNUAL GENERAL MEETING

Don't forget the LAA AGM on **Sunday 20 October**, details at http://www.lightaircraftassociation.co.uk/AGM/2019/agm_2019.html

If you want to fly in, obtain PPR as usual, mentioning the AGM for a free landing. There are two motions for consideration at the AGM; the most significant is on the *possible merger of the LAA and the British Microlight Aircraft Association*. The above link gives details, and a video of a question and answer session with the two association chairmen at the recent LAA Rally is at <https://www.tinyurl.com/yxd9k3tr>. If you are unable to attend the AGM you have the options of a proxy or postal vote (forms will be in the October Light Aviation magazine).

Contact Information

Strut Chairman:

Trevor Wilcock

01275 858337

E-mail: chairman@bristolstrut.uk

Treasurer/Membership Sec:

Steve Pemberton

01934 823938

e-mail: treasurer@bristolstrut.uk

Newsletter Editor/distribution:

Mary Leader

01275 541572

e-mail: Secretary@bristolstrut.uk

Editorial address:

7 Cantell Grove

Stockwood, BRISTOL

BS14 8TP

Webmanager

John Leather

E-mail: webmanager@bristolstrut.uk

Picture Quiz

Last month's picture quiz had the clue: **A corporate aircraft from a well-known aircraft manufacturer, predating the biz-jet era. It did not go into production. Maker and model number?**

Trevor has supplied the following information as an answer:

Cessna 620. Wikipedia says that it was conceived as an executive transport with design goals that included all-weather capabilities, a pressurized and air-conditioned cabin, a multi-engine layout for safety, a reasonable price and 8 to 10 seats. The project commenced in September 1953, with first flight of the prototype, registered N620E (construction number 620) on 11 August 1956, the test pilots reporting that the aircraft had met its goals.

With the airlines set to re-equip with the then-new jet airliners, Cessna management identified that surplus propeller-driven airliners would soon flood the used aircraft market, driving prices down. A cost analysis indicated that the model 620 would be smaller and cost more than the surplus airliners and thus was not economically viable. The project was cancelled in October 1957, one aircraft having been completed.

The only person to come to the editor with a suggestion—which indeed was correct, was Phil Mathews who said:

It's the one and only Cessna 620. Loosely based on the Cessna 310 but 2 extra engines and a pressurised cabin.

This month our Quiz Master Alan has supplied us with a Quiz picture. He says:

This aircraft was seen at Oshkosh in 2018

Do you know what it is?



Where to go...

Free Landings October 2019 in:

Flyer: Andrewsfield, Bodmin, Lands End, Middlezoy, Sittles, Strahaven

Light Aviation: Bagby, East Kirkby, Goodwood ½ Price, Land's End (Closed on Sundays)

INFORMATION PAPER ON THE PROPOSED LAA/BMAA Merge

All LAA members will have received the above document. The introduction paragraph says:

This paper seeks to provide information to LAA members, ahead of an AGM vote on whether they support a potential merger of the association with the BMAA. A working group of LAA Directors and their counterparts within the BMAA has been meeting in recent months to discuss the merger and we now wish to seek members' views before proceeding with more detailed analysis, leading up to a formal merger process during 2020.

This document is therefore being sent out to members of the LAA to provide information as a basis for the vote, which will be held on Sunday 20th October .

Please read the whole document and let the LAA know your opinion either at or before the AGM in October.

It is your association—your view will decide its future!

BRISTOL AERO TALKS

Dates for next 3 months:

On **Friday 11th October** Adrian Constable of the British Airway Museum will give a talk on the *History of British Airways starting in 1919*

On **Friday 8th November** Ian Whittle (the son of Sir Frank Whittle) will give a talk on *"The Genesis of the Jet"*

On **Friday 6th December** Professor Mike Bagshaw will give a talk *"Hunter Heavy Breathing -Tales of XL563 and the IAM Centrifuge"*.

The talks will be held, as usual, at BAWA and will normally be organised at 7:15 pm on a Friday evening. There will be no charge for entry to these talks. However, as these talks are being run independently, they ask for a voluntary contribution of one pound per person to cover the room rental and associated costs. In the event there is an accrued surplus at the end of the season of talks it will be donated to a good cause such as the Air Ambulance.

LAA Rally 2019

The Secretary and Chairman took G-DENS to the Rally on the Friday, aided by a generous tailwind.

It was good to see a few Strut members there, plus friends from around the organisation. Dave Hall was doing sterling work on the Struts stand. We understand that the statistics for the weekend were an impressive 779 aircraft, 4000+ visitors, 1580 movements, in spite of some weather challenges.

Our former coordinator Ed Hicks and co-builder Steve Ayres received the best RV award for their stunning RV8 G-MIRV.

Our visit was short as we departed early afternoon for the Rassemblement Jodel at St Omer; however electrical problems on our way past Stansted and Southend meant that we abandoned the Channel crossing and completed

LAA AUTUMN/WINTER COURSES

Working in Aluminium -

Dates: Saturday 12th, Sunday 13th Oct, Saturday 30th November & Sunday 1st December 2019

Tutor: Gary Smith

Times: 9.00am till 5.00pm - **one day course**

Cost: £140 (lunch not included) - please feel free to bring your own or [order](#) on the day.

Venue: LAA, Turweston Aerodrome - [directions](#)

Facilities: [Accommodation](#)

Runway Ahead! by Graham Clark

Continuing our series of articles from which we all hope to learn something useful. Many thanks to Graham for these thoughtful insights. They are reprinted with very kind permission from Flyer Magazine

Pilot X was absolutely delighted. A few weeks previously he had arranged to buy a high-performance homebuilt composite side-by-side two-seater from the previous owner-builder. One of the great features of this aircraft was that, apart from being small and compact, you could remove the wings and T-tail with very little effort, put the whole caboodle on a trailer and take it home for the winter to store in the garage.

The plan had been for Pilot X, who had previously owned a similar aircraft, to collect his new toy from the previous owner's airfield and trailer it to his home base. But things kept getting the better of this plan, and when the weather was good he had insufficient time or daylight to collect it, so the delay built up. After a while, the previous owner offered to do the delivery flight, but then he ran out of time or weather or both. As we all know, what can go wrong, will go wrong.

Eventually in frustration, X decided to make the bad weather by car with trailer trip to collect his new bird, accompanied by the erstwhile owner. During the journey, in discussion it transpired that the new owner had not yet been able to arrange for a hangar at his home base. The MCR 01 had not flown for four months and had been de-rigged for winter storage, so it was agreed that the previous owner would put it all together in his hangar; they would do a pre-flight inspection together and then the new owner would fly it away. The weather was improving. Should be okay.

Rigging the MCR 01 was not a complex task, especially for the man who had built it in the first place. Pilot X watched with interest and without interfering, being well aware that distracting an aircraft rigger during a critical procedure was very inadvisable. As an experienced pilot, he had seen enough instances of problems arising from small mistakes, whether in the ground or in the air.

Anyway, he did not wish to risk holding up proceedings because the weather was now good, though not perfect. The 450 m grass Runway 27 had a crosswind of about 8-11 kt, but he would be going out light and the 100 hp Rotax 912 S should easily be able to haul them out. Home was less than an hour away in the MCR 01, and he might need a bit of extra time to deal with any unforeseen events. "So let's get going".

Out with the chart, and a line drawn. The crosswind April breeze was cool and steady, and there was no other traffic. X closed and locked the canopy, donned the harness and settled in. Nice cockpit: compact, but well finished. It was the first time he had flown an MCR 01, but this efficient little go-kart had the reputation of being absolutely harmless in the air, and with more than a

thousand hours under his belt X had no hesitation about the prospect of the homeward flight.

However, given that the MCR 01 can be a bit of a hot ship able to cruise at almost 160 kt and Runway 27 was only 450 m of grass, he determined to obey the old adage: "nothing more useless than unused runway behind you, or absence of stopping distance ahead."

X fired up the Rotax, which being liquid cooled was soon warm. He reported his intentions on unicom and waved goodbye to the watching previous owner. As he taxied away from the hangar, he felt the aircraft sway on the springy landing gear in response to the bumps and undulations in the grass taxiway as he approached the threshold to 27. Bearing in mind the crosswind and that only 450 metres of grass were available, X decided it would be a good idea to maximise his available take-off run by taking the MCR 01 to the nearby airfield boundary hedge. That would give another 50 metres, a worthwhile bonus.

Pre-flight checks, and vital actions completed, X pointed the spinner towards 27 and, out of habit, held the stick back to unload the nose gear for a soft field take-off. The Rotax responded at once and gave its all as the MCR 01 bounded forward towards the official threshold.

But it was not to be: the ground between the hedge and threshold had a marked depression into which the aeroplane was accelerating; the springy nose gear bent backwards as it hit rising ground on the far side of the depression leading to the threshold of 27. Tip clearance on an MCR 01? Not much. And the turf flew every which way as the three-blade MT prop was followed by the spinner, cowling and canopy. The combination of kinetic energy and thrust had been plenty enough to throw the MCR 01 violently on its back, leaving the nose pointing in the direction of the 08 'overrun'.

Everything went very quiet, but happily with no fire. The previous owner ran towards the crash site carrying an axe to break open the canopy, but it was plain the pilot was unable to free himself, and it was now work in progress for the air ambulance crew.

QUESTIONS

- 1) Why did the accident happen?
- 2) How could X have avoided this accident?
- 3) Why did his soft-field take-off technique fail?

Visiting an aviation icon

Thanks to Graham Clark for sending us this interesting article

Calais - Dover, 1909

One of my long-held wishes has been to see the actual aeroplane in which Blériot flew the English Channel in 1909. We recently had a two-week canoeing holiday in which we also took a couple of days to go by TGV from St Omer (!) to Paris.

Of course, France has a fabulous aircraft museum at Le Bourget Airport in northern Paris, but ever since Blériot's successful cross-channel flight, his aeroplane has been exhibited unrestored at the Musée des Arts et Métiers (Museum of Arts and Crafts) in the City Centre not far from Notre Dame Cathedral.

The Blériot XI hangs from the ceiling of a church which is an annex

to the main museum building and can be approached by stairs for a close-up look. Sadly, one cannot walk all around the machine, which can only be viewed, partly obscured, from a nearby platform.

Blériot was born in Cambrai and studied engineering in Paris. He designed and built headlamps for the horseless carriages and early motor cars of that era. The business was successful, and enabled him to employ tradesmen and engineers to build and repair his aeroplanes. Aeroplanes in the plural, because he had no less than 32 crashes (he taught himself to fly) from the time of his first attempts at flying his own designs, to his English Channel crossing, which ended in the 33rd crash.

Happily, none of his low-energy crashes ever resulted in serious injury. After each one he would study the wreck and learn from it what had to be better before the next flight. He only ever suffered bumps and bruises, though one leg was bandaged during the successful first Cross-Channel flight, which ended at Dover with minor damage.

His aeroplane, the Blériot XI, was repaired and then exhibited at Selfridges in London, his fame then being on a level with that of Charles Lindbergh (whom he later met) and Neil Armstrong. The historic aeroplane was purchased at once by the Musée des Arts et Métiers and never flew again. This no doubt accounts for the fact that it is not exhibited at Le Bourget. Who would want to give up the Crown Jewels?

Graham Clark



PILOT X ANSWERS

1. X began his take-off run before the marked portion of the runway.
2. At this unfamiliar airfield, he could have asked for local advice before start-up. He could have walked out to take a look at the terrain prior to start-up.
3. The T-tail is out of the propwash wake. The aircraft was too slow for airspeed over the tailplane to give effective elevator control.