

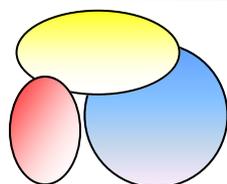


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

October 2020



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Next Meeting—Wings at War

Because of COVID restrictions our next meeting will be held virtually on Zoom. Chris Bigg, local historian who has worked in the aviation industry for over 40 years and has previously talked to us about local topics such as the Brabazon, is returning to relate the story of the Bristol Aeroplane Company during World War II.

The meeting will open at **19:30 on Tuesday 6th October** with the talk starting at 19:45. Instructions for joining the meeting will be sent separately to Strut members; if non-Bristol Strut members wish to join us please contact our Treasurer and Zoom host Neville Parton in advance at: treasurer@bristolstrut.uk and he will send joining details.

You can get yourself a drink of your choice at home all ready to enjoy just as if we were together at BAWA!

Bristol

Last Meeting—AGM

The AGM on 8th September was reasonably well attended. It was an unusual meeting this year as it was held virtually, as have many meetings throughout the country, owing to the need for Social Distancing and the more recent restriction of only 6 persons gathering together.

The minutes will be emailed to members with this newsletter.

News

For users of PilotAware: there is a new software version (20200906) now available. The main new features are:

- - upload of METAR data to an Internal Web METAR page. METARS are provided from all METAR sites within 150kms of the ATOM grid station to which you are connected. These are tabulated in distance order. Note that it takes approximately 5 minutes of flight in range of the ATOM station for them to be downloaded.
- - introduction of the PilotAware Firmware Updater (free on the Apple App store), which allows upload of new software to PAW direct from your iPhone or iPad by WiFi.
See <http://forum.pilotaware.com/index.php/topic.1913.0.html>

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Picture Quiz

Last month Trevor asked about name and year of this craft(?)

Alan George is the only one to reply with his correct answer:

"The picture quiz manufacturer is Convair, formerly Consolidated-Vultee. But I needed the interweb to tell me the model was a ConvAirCar from 1947."

Trevor has added: *two were built, one crashed due to low fuel problem..*



This month Trevor says:

Something a bit different this month: What is the connection between these two aircraft?, and name three novel features of the top one (on the left) (there are more than three). Use of the Internet is allowed!



Future meetings:

We have rebooked Fiona & Angus Macaskill for our **November meeting** and they will be talking about *Aerial Sight-seeing in Oz*.

Once again Neville will host the Zoom invitations and Strut members will receive the link via e-mail. Any 'visitors' or readers who wish to join us on Zoom are very welcome but we ask you to let Neville know, via his email address on panel of front page of this newsletter, so that he can 'let you in'.

It was suggested at the AGM that maybe the Annual Christmas Quiz was not enjoying as much support as in the past so we ask for suggestions about how to round off the year—a what a year it has been!! *Polite* suggestions to any of the committee via email or phone printed on the front page of this newsletter.

Short Circuit words by Graham Clark

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

Metal Ultralight meets Steel and Rag A pre-programmed collision?

Like several of its genre, the Roland Z 602 is a low-wing all-metal ultralight that on a fine day is just great for a cross-country to visit friends and relations, 'VFR' flying. Today, Pilot X and friend had decided on a triangular flight with two land-aways, the second being to a lovely hilltop airfield where he had never been before. He was told it had a café with a terrace where they could sit outside to watch the comings and goings.

The weather for this little adventure was just perfect with CA-VOK and a gentle westerly breeze on the nose as they approached their second destination airfield from the south east, with X's eyes and brain directed towards hard Runway 24. On an average day the airfield in question was quite a busy place with privately-owned light aircraft based there, visiting aircraft, a flying school and a couple of gliding clubs. X had done some pre-flight homework, noting the airfield frequency and height for the south-side circuit used for joining hard Runway 24 Left, as opposed to grass Runway 24 Right.

Arriving on the scene late in the afternoon he gave the airfield FISO a call to report his presence and received a brief acknowledgement confirming altimeter setting and the runway in use, with the circuit for powered aircraft being to the south. Runway 24 Left was a mile ahead and a little to his north, with the Z 602 already perfectly positioned to commence a nice steady approach, but taking a short-cut to eliminate the join and downwind leg. For a bit of personal noise abatement and fuel economy, he would go first straight for the base leg. Next, came his downwind checks, about to be followed by the base leg call. The nearby sky seemed clear so Pilot X applied carburettor heat and eased off some power, a few seconds later intersecting the extended runway centreline at a safe 600 ft AGL for a gentle, final left turn when BANG! The aircraft shook and hung momentarily in the sky.

At this point he had no control. The engine was still delivering power and the prop still turned but there was only one thing for it: to activate the ultralight's own emergency chute. He turned off the fuel tap and ignition. Down came the Z 602, arriving in a semi-disassembled heap in a field quarter of a mile from the Runway 24 threshold, alongside the wreck of a Ka8 sailplane with steel tube fuselage and wooden wing.

To turn back the clock: half a minute earlier the sailplane pilot had been in the airfield's glider circuit to the north of the grass Runway 24 Right. It had been a good afternoon for gliding, and the Ka8 had flown home with lots of height to spare, with all peace and quiet from the anti-collision FLARM device. The pilot called the gliding club ground launch director on the radio to warn him the Ka8 was downwind preparing to land, and alert the recovery crew to come and collect for the next member to fly. When the Ka8 was in the right hand downwind sailplane leg with surplus height, the pilot therefore decided to have a bit of fun on the approach. Sideslipping is great practice for field landings: a bootfull of left rudder and opposite stick would bring the Ka8 down onto the parallel grass Runway 24 Right, just to the right of 24L. Added to that, the Ka8 has wing airbrakes top and bottom. Airbrakes plus sideslip: powerful

stuff, no aerobatic rating required. Following a steepish right turn to his final approach with eyes on the grass threshold, his left wing was up, blanking the view to the south east, from which the Z 602 was approaching. Down came the glider like a high-speed OTIS lift when BANG! The view from the cockpit was suddenly blank then white as the enmeshed glider and Z 602 held hands until hitting the field.

The good news is that both pilots walked away with minor injuries, most of the energy having been absorbed by the parachute and their respective structures. The bad, was that both aircraft were damaged beyond economic repair. But what had gone wrong to what should have been a routine landing?

As in many an accident, the little mistakes can sometimes add up to a nasty pile: 'many a mickle makes a muckle'. Pilot X in the Z 602 either did not pay enough attention or ignored glider radio calls on the same frequency. Similarly, in the subsequent investigation the glider pilot also said he had not heard the powered Z 602 or its radio transmissions. The VHF radios in neither aircraft had what you could call brilliant performance. Nor had the FISO or glider launch director been very alert.

In contrast to the normal glider approach pattern, the Ka8 was well above the normal height and flying a continuous 180 right turn from downwind to final sideslip approach, with the left wing high and obscuring that sector of the sky. Also, it was further from the grass threshold than would normally be the case. This above-normal height placed the Z 602 below the glider pilot's horizon. If it had been higher, it would have been more readily seen against the background of a range of hills. In the sideslip, the Ka8 pilot was unable to see along the line of airspace into which he was descending.

Steam is supposed to give way to sail, but the glider sideslipped from above into the Z 602. In the late, sunny afternoon, both aircraft were flying westwards towards a bright low sun. No help there.

Neither pilot was aided by the fact that the official airfield plate drawing showing the sailplane circuit, was considerably at variance with local reality. The fact that the grass Runway 24 Right glider circuit was to the north, while that of hard Runway 24 Left (powered) was to the south, made it difficult for the respective pilots to acquire a visual contact of each other's aircraft and avoid each other. Then, they turned towards each other almost head-on. Further: that the asphalt and grass runways were in close lateral proximity to each other, with the result that their respective extended centrelines were just a few yards apart. It all added up, and one trigger in the chain of events settled the matter.

Questions:

- 1: What was Pilot X's first mistake?
- 2: What was his second mistake?
- 3: What was his third mistake?

Aircraft for Sale

Twister for sale for £62,000.

It has 275 hours total, new radio, mode S transponder and PowerFlarm.

Aerobatic.

It's extremely quiet with a Jabiru 2200A engine.

Permit to Fly until 20th March 2021.

120 kts on about 12 litres per hour.

Loads of nice mods and extras.

To discuss further contact John on:
johnpmarriott@gmail.com



LAA AGM

The AGM of the Light Aircraft Association (LAA) is traditionally held at Sywell Aerodrome on 3rd Sunday of each year. 2020. This year due to COVID-19 restrictions we're sure you'll appreciate that it will be highly inadvisable, if not illegal, to host a 'face-to-face' meeting this year.

They will therefore host an online AGM at **10am on Sunday 18th October** using the popular Zoom teleconference application, which we have recently used to successfully host a series of virtual pub nights and other LAA meetings. The link to the meeting will be <https://bit.ly/31dE3nP> - please cut and paste into your browser. (Zoom meeting ID: **854 0107 1535**) with Passcode: **552713**.

Not only will our Virtual AGM allow us to fulfil the usual formalities of an AGM and meet our mandatory requirements as a Limited Company under revised Government guidelines, once the formalities are complete we will allocate time to a Member Forum to allow as many members as possible to quiz Board members and LAA staff, and to discuss some exciting proposals for 2021, our 75th Anniversary year.

Where to go?

Flyer: Andrewsfield, Bodmin, Dundee, Ince, Sandown, Strathaven

Light Aviation: Bodmin, Breighton, Oaksey Park (not Sundays), Sittles (weekends only)

Local **Brown Shutters Farm airfield** (4nm west of Trowbridge) now has a new runway 27/09 of 550m, replacing the shorter 26/08. There are several features of the airfield which make it **essential to get a prior briefing** - slopes, power lines, displaced thresholds - see brownshuttersfarmairfield.co.uk. A farm shop with cafe is close to the threshold of runway 33.

Pilot X Answers

1. He did not follow the regular circuit join procedure.
2. His radio listening watch and communication with the FISO was inadequate. The FISO issued no warning that gliders were operating.
3. He failed to maintain a full visual or audio scan for other aircraft in the vicinity of a normally busy airfield.

TAIL PIECE

