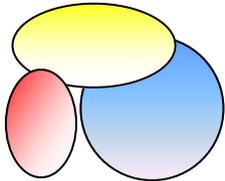




Brissle Strutter



bristolstrut.uk

OCTOBER 2021

Next Meeting— Bush flying in Labrador

"Bush flying in Labrador in the 1960's" -

Mike Fortescue will be with us with memories of his time with a Medical Mission operating air ambulances to remote communities; with forays into the history and technology of bush aircraft, and local history and Culture with Fortescue 2.



We will gather at BAWA in Room 4 at 7.30 and Mike will start his talk at 7.45. The bar will be open so do charge your glasses and support the venue.

Last Month's Meeting— AGM

This was quite well attended considering it was our first Face to Face meeting since ceasing to get together in person on March 2020. We had enough for a quorum so the meeting was able to go ahead with its usual efficiency (after a slight technical issue!) and plenty of catch up chat took place afterwards.

The minutes of that meeting will be attached to this newsletter for Strut members to read.

November Meetings

Tuesday 2 November: Neville and Hannah will describe their "Grand Parton Tour" - a Pooley's Dawn to Dusk flight in G-DENS with overflight of or landing at 28 RAF stations at which 4 generations of the Parton family had served. Over 14 hours from start to finish, over 10 hours airborne, over £2000 raised for the RAF Benevolent Fund.

Saturday 13 November: Our much-delayed skittles match against Bristol Aero Club in the BAWA skittle alley - details soon.

Where to go in October?

Flyer : Bodmin, East Kirkby, Felthorpe, Kittyhawk Farm, Rougham, Sandown.

Light Aviation : Bodmin; Easter; Sittles Farm (Weekends only); St Athen (half Price with 20 litres of fuel pick up)

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LAA RALLY 2021

Well, after an inevitable break in 2020, we were able to return to the LAA Rally on 2021 - and return we did! The LAA website tells us that "*A combination of a packed airfield, full exhibitor site and perfect local weather made the LAA Rally's post-Covid return an event to remember. An estimated 780 aircraft visited Sywell between Friday 3rd and Sunday 5th September, with the airfield accommodating more than 420 aircraft on Saturday afternoon alone. Their crews added to around 3,000 visitors by road, meaning that the three-day event attracted more than 4,000 visitors.*"

G-DENS was there on the Friday (with not the best of weather outbound), and we saw at least 1/3 of the Strut membership there. Others flew in on the remaining days. Congratulations are due to the Rally organisers and Set-Up team for pulling it all together and giving us a perfectly workable arrangement of tents and displays, and to the AGCS team (and those behind them) for sorting out the arrival procedure and providing steady support to pilots.

CAA Etc UPDATES

The CAA has announced the next series of presentations on their [way ahead for GA](#). Register now to participate.

The CAA has launched a trial on the use of active *carbon monoxide (CO) detectors in general aviation*, and is seeking participation from GA pilots [here](#). Registration is open to any member of the UK GA community who flies with an active CO detector and is willing to commit to completing a short monthly survey, every month, over the next 12 months. Given the results of the recent survey which is reported in the link, one wonders what more the trial is going to add! However it's in a good cause.

Another one from the CAA which is a bit surprising: "Any alerts for *temporary restricted airspace* will only be sent to the category 'Airspace alerts'. Any restrictions including the use of drones will also be sent to the category 'drones'." Is there a category of TRA which applies to GA but not to drones? However please note the CAA warning that "To continue receiving these alerts, please ensure that you are subscribed to the 'Airspace Alerts' and/or 'Drones' categories".

If you are planning to fly to Blackbushe, please note the following: [Special VFR at Blackbushe](#).

Or if you are planning to fly through the Manchester low level route, please see the latest procedure [here](#).

Late news: Coventry Airport 2nd October

The airport maintenance organisation, Aerotech, has issued the following in regard to the proposal to close the airport:

"Following on from an excellent body of objections that have been building up on the council website prior to the deadline of 4th October, we now plan to add the pressure on to the decision makers in the planning committee by demonstrating a show of support for the airport. This will consist of a fly in by as many aircraft as possible next Saturday 2nd October. Apologies for the short notice, but one of the major factors has to be weather and at present the forecast looks good for flying in this Saturday and in October how far ahead can you predict good flying weather on which an enterprise like this depends?"

Also, most of the flying event season has ended, so we are not in competition with many other shows.

Accordingly, can I ask you to **try and visit us next Saturday**, we will be so pleased to see you, even if just popping in on your way to somewhere else. Coventry Aero Club will be putting on refreshments and I plan to get the BBQ fired up.

I have written to Flyer and Pilot Magazine, who in turn are publicising our cause further including up to Parliamentary level, but so far, the best response has been at grass roots level from local airfields and in turn I would ask you to *pass on the fly in request to as many of your own airfield contacts and flying colleagues as possible*. We will have members of the local press there to ensure this show of support raises the awareness level of those important district councillors on the planning committee.

Thanks again for your continuing support and Robert, I and the rest of the Aerotech team look forward to seeing you there,

Kindest regards

Steve Clark and Robert Doherty"

Picture Quiz

Last picture:

Trevor says: The good-looking aircraft shown last month is the Bolkow 207, an elegant 4-seat touring aircraft developed from the Klemm KI 107 2- and 3-seater. Some 92 aircraft were built between 1960 and 1963.

Unusually some aircraft have a spat on the tailwheel as well as on the mainwheels.

Ron Perry was very quick to say: *This month's quiz aircraft is a Bolkow BO 207, now registered as G-EFOE. It was a development of the Klemm KI 107 built in WW2. Hubert Eckl owns one!*

Followed rapidly by: **Pete White, Alan George** and also **Phil Mathews** who added: *We had one based at Gloucester for a few years a while back. It's related to the Klemm KI-107 of 1940 vintage.*

For this month:

Trevor says: *No, it's not a Bonanza, in spite of the V-tail.*

Seen at Compton Abbas earlier this year.

What is it?



Photo by Alan Brown; used under terms of free GNU documentation license.



News from Bodmin

We had Tiger Moth flying experience flights the weekend before last (12th Sept) and the last weekend it was the turn of a 1937 USAAF PT13A to thrill the customers with Cornish flights.

All fantastic fun but just one flight will remain forever in my memory...

Me, taking my granddaughter Ivy for her first ever flight in IVOR on the 19th ... MAGIC.

Pete White



The smiles say it all (Ed)

Pilot RAX²: Weather, Weather, Weather by Graham Clark

This will be the penultimate lesson to learn from Pilot X. Printed with kind permission from Flyer Magazine and many thanks to Graham.

The Comco Ikarus C 42 C is one of the most successful ultralights around. Judging by the numbers manufactured and registered, it is viewed by many as being the ideal training and general fun machine for VFR operations. Pilot X liked it too, and on this mid-September day was looking forward to a two hundred pounds out-and-return cup of coffee at an airfield some 80 nm and 50 minutes away to the southwest.

X was a typical ultralight pilot. Now age 59, he had come to flying later in life as the shift in price/performance ratio of ultralights had brought fun flying into a more affordable range. By the day in question, he had accumulated 281 hours as pilot in command, mostly on the C42 and all under VFR conditions. Today, he was to be accompanied by a friend who at age 46 was a bit younger, and was also a flying instructor; though on this day was to fly just as passenger and a second pair of eyes.

The forecast for the destination was good, and all went according to plan. Leaving at 12:15, with a following wind they made their destination 1hr 22 min later with a normal landing and that welcome cup of coffee and a sandwich.

After this brief respite and the mini-money landing fee, they returned to the C42 and made ready for their return, taking no additional fuel and getting airborne at 14:15 for return to their home airfield to the northeast. Subsequently reviewed, the radar trace showed the Ikarus climbing onto a north easterly track, and shortly later altering course to the east. The radar trace indicated that the C42 then continued east at an altitude of between 2300 ft and 2 500 ft AMSL. At 14:30 the C42 changed course again, still in an easterly direction.

At 14:32, while maintaining track, the C42 began to reduce height, passing north abeam of another airfield at 1200 ft. At 14:35 and 1200 ft the C42 track changed to south and the descent continued. At 14:36:37 the C42 was set up for an approach to Runway 26 of another airfield. The radar trace terminated at 14:36:47.

Just before the crash, a witness observed the C42 approaching from the northeast at about 1000 ft, and descending towards the runway. The witness judged the engine sound and attitude to be normal; nothing unusual. The witness looked away and did not see what followed. However, prior to the accident, the witness had observed a very black cloud approaching from the northeast and tracking southwest, quickly followed by very heavy rain and strong gusts. While he had seen the C42 approach, the wind at the observer's standpoint had been slight.

Another witness saw how the C42 dived almost vertically into the ground. In the final moments, she saw something deploy from the airframe, describing it as an opening parachute. Moments later, the C42 disappeared behind some trees, followed by a bang and a cloud of rising black smoke. A nearby motorist subsequently reported that there was heavy rain at that time. He rushed in the direction of the impact, to find the burning wreck on a field. The fire service was called to extinguish the blaze.

Of course, given that there were two deaths, there was a full investigation of the circumstances with all the usual

questions: pilot licences valid and up to date? Aircraft technically okay (it had only flown 208 hr from new)? Anything unusual at the PM (no)?

But of course, given what witness had said about the weather, the investigators did a careful trawl of the low-level weather radar recordings for the vicinity on that day. The trace showed quite clearly that the C42 had taken off heading northeast towards an area of showers approaching from the northeast. If the pilot had instead taken a northerly course he would have placed his aircraft towards the rear edge of the advancing rainstorm. Instead, he headed east, directly towards the heaviest rainfall zone under a very large and menacing dark cloud. The trace showed that the C42 went down at the time when the very heaviest rain was falling, 600 metres from an airfield runway.

Technical inspection of the wreck was not a pretty business. The C42 crashed onto a bare field 600 metres of the airfield western boundary, leaving a 25 metre-long scrape over the surface where were found the nose gear, parts of the engine cowling and doors. Where the C42 impact took place, investigators found combustion residues over an area 6 m x 4 m. The burn marks continued S-shaped to the wreck.

The crashed C42 burned out, though the wing fabric outer panels were not destroyed. The fuselage sides were deformed between the fuel tank and empennage, and the rear fuselage top decking melted from the heat of the fire. The controls were damaged by the impact, but inspection of the wreckage showed that they had been fully functional up to the moment of impact and fire. Prior to its attempted deployment, the emergency chute was located in a container within the fuselage where it was covered by a lid. The parachute extraction drogue was found 30 metres southwest of the wreck. The seat harnesses were burned near their anchorage points to the fuselage. The rescue system lid was found 64.5 m south of the parachute drogue.

Given the witness statements, investigators took a close look at the forecasts for that September day and the aftercast. Witnesses said that at the time of the accident there was heavy rain and gusting wind, however observers had seen no rain during the C42 approach, but they had seen black clouds north of the accident site, moving south. The meteorological aftercast said that at the time the C42 took off, there were very active showers on the intended route, and that these were advancing and expanding southwest. This aftercast agreed with witness reports. Shortly before the crash, a weather reporting point north of the site reported the wind as 340/14 Gusting 21, with very heavy rain (XXRA). The visibility was 9 km, with a 7/8 cloud base of 1000 ft.

QUESTIONS

What was Pilot X's first mistake?

What was his second mistake?

What was his third mistake?

Answers on the last page.

Many thank to Chris Wright for sending us a couple of photos of his lovely COLOMBAN MC-30 LUCIOLE, as he says: *attending the LAA day at Old Warden in perfect weather in July*. Thanks Chris for reminding us that we have had some good weather this summer - pity Autumn has now arrived with a vengeance!



TAIL PIECE



Never mind your heading, Hoskins.....

With thanks to

Roger Bacon



just WATCH YOUR ATTITUDE!



and kind permission from Roger Armitage of Kent Strut

Pilot X Answers:

1. His first mistake was a failure to get a forecast valid for the return part of the flight.
2. His second mistake was a failure at his destination to get an accurate updated weather update for the return flight.
3. His third mistake was to continue flight towards an area of advancing very dark clouds; much earlier, he should have headed southwest away from the threat and landed in a safer location.