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Brissle Strutter



Newsletter of the LAA Bristol Strut

SEPTEMBER 2023

Inside this issue:

Message from the Chair — and this month's meeting

It seems a long time since the last newsletter, and hopefully most members will have enjoyed a good August in terms of flying activity (probably best not to try and remember July!) – certainly DENS managed to make it out to quite a few locations during the month. We did attempt a second Strut fly-out - this time to Dunkeswell for their 80th Anniversary fly-in and events. Sadly again we only managed 2 aircraft (partly due to the weather) – and only overlapped for a few minutes – one going out in fact as the other arrived. I hope a number of you did manage to make it down to the LAA Grass Roots Fly-In at Popham a couple of weeks ago – even though the Friday was a bit of a washout, the Saturday and Sunday were well attended, and as ever there were some great aircraft to see – as well as some excellent presentations, and a wide variety of stands to visit. The GASCO pilot's challenge in terms of a pre-flight inspection is always thought-provoking, and reminded me to think again about the time that I spend on my pre-flights, and in particular what I should be looking for.

I would like to put out a plea – which is for as many members as possible to attend the Strut AGM next week (Tuesday 5th September, 19:45 at BAWA). This is YOUR Strut, and without your involvement and feedback it's very difficult to know whether we as the Committee are hitting the mark with our plans for the year. In the meantime, make the most of the flying weather – and safe landings.

Neville

Last meeting

On 6 June a few members gathered for a meal at the Eastfield Inn to mark the end of the meeting season and discuss summer flying plans.

Not all of those came to fruition due to weather, but DENS did manage to get to events at Sywell (AeroExpo – disappointing), Farway, Middle Wallop, Dunkeswell, Popham (the LAA Rally—not disappointing!) and Henstridge. I hope others had reasonable success – we can find out how you fared on Tuesday

Trevor

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Future meeting

Our October meeting will be a GASCo Safety Evening — let your flying friends know: 19:30 Tuesday 7 October.

Up, up and away!

Congratulations to our Safety Officer Alan George, who took second place in his Pitts in the McLean Trophy aerobatic competition at Leicester in July.



Last Month's Picture Quiz—well, June's—Tails of the Unexpected

Correct answers from Alan George, Nigel Phillips, Phil Mathews.

The Lancaster initially adopted the triple fin of its predecessor the Manchester, but soon changed to its familiar single fin.



The Douglas DC-4 shown was overcomplex, and soon replaced by a new design, also called the DC-4 (or C-54 in the military). The original design was renamed the DC-4E. The single example was sold to Imperial Japanese Airways, but was dismantled by the Japanese for reverse engineering into the Nakajima G5N bomber.



Information from the CAA and elsewhere

A few messages from CAA SkyWise that you might not have seen:

Loss of control Please see some helpful advice and guidance below that we would encourage you to review.

[SSL: Distraction and Interruption](#)

[SSL: Care of Passengers](#)

[Stay in Control | Civil Aviation Authority \(caa.co.uk\)](#) – may need updating

Take Off – Loss of Control: [Take-off - Loss of Control – Astral Aviation Consulting](#)

Landings – Loss of Control: [Landings - Loss of Control – Astral Aviation Consulting](#)

Stalling – Loss of Control: [Stalling - Loss of Control – Astral Aviation Consulting](#)

Spinning – Loss of Control: [Spinning - Loss of Control – Astral Aviation Consulting](#)

Wheel Spats – Loss of Control: [Wheel spats - Loss of Control – Astral Aviation Consulting](#)

[Loss of Control – Astral Aviation Consulting](#)

Recording electronic flight data Flight training organisations and GA pilots who operate aircraft equipped with electronic displays and/or Electronic Flight Instrument Systems (EFIS) (example Garmin G1000, MGL Xtreme, Garmin G5, Dynon EFIS-D10A etc) capable of recording flight data are encouraged to make use of the data recording feature on these devices. If an SD card is required, ensure it is present.

The data is especially useful for pilots and instructors for self-assessment, training and debriefing purposes to improve overall pilot performance. Additionally, the data may be a valuable input for preventative maintenance, making it useful to aircraft owners and maintainers as well.

Running out of fuel Several recent accidents have been caused by aircraft running out of fuel. Pilots are reminded of their legal obligation to ensure there is sufficient fuel on board for their intended flight plus reserve (see [Article 69 of the ANO](#) and [Part NCO.OP.125](#)). Failure to do so may result in enforcement action being taken in the event of an accident or incident. The [Skyway Code](#) and [SSL 5 – Flight Under VFR](#) contain helpful guidance on fuel planning.

Pilots of Part 21 aircraft are required to carry a 30-minute reserve for VFR flight. Pilots of non-Part 21 aircraft are encouraged to do the same. Pilots should physically check aircraft fuel levels by using a dipstick or via ‘tabs’ inside the tank - tech log fuel entries may be wrong!

For aircraft with multiple fuel tanks that require manual selection, pilots should set reminders to switch tanks and make use of back-up tools such as fuel alarms on Moving Map devices and Engine Monitoring Units (EMUs).

Radiotelephony Please see some helpful advice and guidance below that we would encourage you to review.

[SSL: Radiotelephony](#)

[GA Podcast: Talking Radiotelephony](#)

[Radiotelephony – Astral Aviation Consulting](#)

Note that the CAA-contracted Astral Aviation Consulting workshops are now available on [Spotify](#). The next live event is on Wednesday 6 September on the topic of transiting UK controlled airspace, with guest presenter Darren Lewington (ex Staverton). A pity it clashes with the Bristol Aero Talks event on the next page – but there’s always Spotify!

The next AIRAC update is on 7 September; don’t forget to keep your electronic databases current.

LAA Grass Roots Rally 18-20 August

This got off to a disappointing start with torrential rain on the first morning, though the afternoon saw some arrivals. For the following two days the weather was favourable and attendance good. Congratulations to the organisers for a well-run event with interesting presentations, and to exemplary Popham Radio and marshalls.

Picture quiz

One foreign visitor to the Rally, not for the first time, was this intriguing design. Can you name it, and also this rather similar design below from almost 60 years earlier?



Where to go in September

Light Aviation vouchers: Andrewsfield (half price), Crosland Moor, East Kirkby

Flyer vouchers: Andrewsfield, Cromer, Perth, Sandtoft, Sherburn in Elmet, Stoke Golding

9 [Cornwall Strut fly-in, Bodmin](#)

9 [Flyer Club fly-in, Leicester](#)

16 [Compton Abbas Vintage fly-in](#) –free landings for pre-1970 – aircraft, not pilot!

23 [Leicestershire Aero Club STOLfest 2023](#)

23-24 Compton Abbas—Pooley's Air Day (invitation only)

24 [Oxford Strut end of season Pie-In](#)

Also

7 October [Compton Abbas Vintage fly-in](#)

Bristol Aero Talks first event for the winter season is a look at the activities by Captain Eric "Winkle" Brown to evaluate the characteristics of the German wartime jets including the Messerschmitt 262 and Arado 234. Aviation Historian Paul Beaver, who authored Captain Brown's biography, will talk to us about this fascinating period in Captain Brown's extensive career. This talk will be held at **7:15 pm** on **Wednesday September 6th** at **Aerospace Bristol** in **The John James Theatre**.

Copies of his recently published biography, signed by Paul, will be on sale after the talk, payment by cash or cheque.