

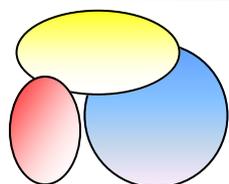


Brissle Strutter

Newsletter of the LAA Bristol Strut

bristolstrut.uk

September 2020



September Meeting

Although we usually meet on the first Tuesday of each month we have decided that the September meeting will be deferred to **Tuesday 8th September** to avoid being too near the August Bank Holiday, when many of you will hopefully have had a chance to either get away or at least have some time to yourself.

This first meeting back will be our AGM and, as we always do, we will keep the business part to a minimum and then have an opportunity to catch up with each others' news—how did you spend Lockdown and have you managed to do anything aviation orientated since we last met in March?

As BAWA are not opening their premises until 4th October at the earliest we have decided to conduct the AGM via the virtual meeting platform Zoom—with which probably many of you may have become familiar in the last few months. It's a great way to get together with others and keep very socially distant—even across the world if necessary! (If you haven't already used it you be invited to download it onto either your computer, laptop, tablet or phone, wherever you want to watch. You don't have to download it)

Strut Members will have received an email from Trevor on Tuesday 1st September including the Agenda and Minutes of last year's AGM.

Included in that email is a message from the Zoom host, our Treasurer Neville, with the link necessary to join the meeting and a few preliminary notes as to how the meeting will be conducted. Do please join us for this important meeting and our first opportunity to get together since March.

You can get yourself a drink of your choice at home all ready to enjoy! The link will be live from 7.30 and meeting will start at 7.45 on Tuesday 8th September.

Hope to see many of you there—maybe more than we usually get to the AGM! At least you won't have to travel far....

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Picture Quiz

Another picture in our series of technology old and new: there is a lot of interest in so-called flying cars these days, though in general they are not flying cars but small air vehicles not for road use - flying taxis perhaps.

However attempts at a flying car - ie a road-worthy air vehicle - are not new. Glenn Curtiss attempted it in 1917, but another major aircraft manufacturer was responsible for the one shown here.

Name and year?



**We thought we'd have
flying cars by 2020.**

**But no, here we are
teaching people how
to wash their hands**

Future planned meetings:

We have rebooked our first couple of speakers for our next season. , **October**—Chris Bigg on Bristol Aeroplane Co in WWII, and in **November** Fiona & Angus Macaskill on Aerial Sightseeing in Oz . We'll have to see how soon BAWA opens up but probably at least the October meeting will be via Zoom.

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'.

Guinness World Record Attempt

On 7th July Angus & Fiona Macaskill attempted and completed their Guinness World Record. This is the updated information on their website:

We have managed to go beyond our target of landing at over 60 airfields in 12 hours and actually **landed in 71 airfields!**

Thanks to some amazing support, we raised over £2,000 for the Air Ambulance Service so **THANK YOU to everyone** who has supported us.

We are very grateful to **all the airfields** we visited who did not charge us any landing fees, many of whom took photos and wrote witness statements.

Thank you to everyone, including the **28 observers**, who followed our track on livetrack24 all day, providing evidence to Guinness that we actually did it!

We will now submit the recorded landings for a Guinness World Record. We will also write it up and enter the Pooley's 'Dawn to Dusk' competition. <https://www.pooleys.com/dawn-to-dusk/>

Congratulations to Fiona and Angus for a successful achievement and raising so much money. We look forward to hearing from them at our November Strut meeting (either virtual or actual) when they will be telling us about their flying adventure in Australia earlier this year—before the pandemic kicked off!

Simple Arithmetic 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

Pilot X had been in love with flying ever since his first balsa wood chuck glider. By the time he reached age 42 he had accumulated an ATPL/IR and some 8,400 hours on a variety of aircraft including Bunsen-burner powered 'heavy metal'.

But that did not stop him from wanting to get out on his 'free' weekends and network with his pals at the local aero club, whose hilltop airfield was a Mecca for local sightseers, bikers and of course the club members out to enjoy the view and 'plane spotting'; also, the bacon butties for which the club was renowned.

As an experienced pilot, X was often asked to do local area pleasure flights for visitors in the club's F-172. The usual drill was to eye up the Pax victims for the weight and balance and if it all looked to be within sensible limits, give the punters a 15-minute joyride to sample the delights of the local scenery. X had seen it all before of course, but he always enjoyed opening eyes of the 'first timers': those who had never seen the earth below from inside a small aeroplane close to Mother Earth. It never failed to enchant them.

The grass runway 08/26 was only 520 metres long, but the unobstructed hilltop location and the elevation of about 800 feet above sea level often guaranteed a steady westerly breeze. On this Midsummer Day, the wind was between West and Southwest at 10 - 18 knots, so a local area flight with a pilot of such experience in good VFR was not open to question. Anyway, it was evening, and so the wind was probably dropping.

As Pilot X was well aware, a hilltop airfield can come with a problem or two when it comes to wind curl-over; and the steep hillside before Runway 26 was sometimes known to be associated with fairly powerful sink. When this happened, it called for fine judgement to get the right balance between height to spare and the use of full flaps, to get the Cessna down and not run out of grass before coming to a full stop. Sailplanes with their super-powerful spoilers and airbrakes had no problem.

The fine weather had brought an above-average number of day-trippers out to the airfield and demand for local area flights was above average. A local area joyride was usually timed at 13 minutes wheels-off to touchdown, and that afternoon and evening the Cessna had already made five local flights, each with four POB.

At about 18:30 Pilot X was asked to fly the next group of three. This would be his last trip of three that afternoon. Prior to these, the Cessna had also flown two trips with another pilot, who had remarked to Pilot X that there was strong sink on the lee side of the hill. Since then, the Cessna had not been refuelled.

Pilot X looked out of the clubhouse window and noticed that the windsock was beginning to dance. Looking west towards the horizon he noticed a nasty looking lump of low, black cumulus scudding towards the airfield with tell-tale streaks slanting towards the ground, so told his passengers there would be a small delay until it blew over.

There was a pause for the rain shower to pass and the wind to drop, and shortly before 8 pm he guided the three passengers to the Cessna and saw them safely aboard. One of the passengers had a video camera and asked if he could film. "Sure thing", said Pilot X. "There are no restrictions like that here."

The Cessna had been standing for a couple of hours, so it needed a few minutes to warm up and for X to complete the vital actions: trim set to NEUTRAL; throttle friction FIRM, master switch ON, primer LOCKED; fuel ON and sufficient for the flight, hatches and harness SECURE.

With the Ts & Ps in the green, X checked that the approach was clear and taxied onto the threshold for line-up. One notch of flap and moments later the four souls were bumping over the grass in the Cessna as it accelerated along 26. The wind was still brisk, so in moments daylight was under the wheels.

Local joy rides from the hilltop aerodrome were usually in the shape of an extended egg-shaped right hand circuit; plenty sufficient to give the passengers a mini-thrill of seeing the local scenery and the pretty village where they often went for a pub lunch.

Pilot X guided the Cessna along its usual, familiar route, with the hilltop airfield always visible out of the corner of his eye. Navigation? Not a problem! The Cessna was not giving a carpet-smooth ride, but given the hilly terrain and the wind, it was not bad at all. Ten minutes from take-off, he made a radio call announcing his entry to the curved base leg for a join to runway 26 and selected carburettor heat HOT.

At this point the video camera was switched on from behind X to film to the landing. Subsequent evaluation showed that as it curved through the base leg, the Cessna had in fact flown through a mini-squall. Then, the unexpected happened. Within the final turn and approach, the engine misfired and the aircraft took a plunge towards the rising hillside. It was all over in ten seconds; and there was no time for pilot X to follow the normal emergency drill: FUEL, MIXTURE, SWITCHES, HATCHES, HARNESS, MAYDAY....

Just before impact, X hauled back on the stick to crunch the Cessna belly into the hillside 200 yards short of the runway threshold. The four occupants all had minor injuries not requiring hospital treatment, but the Cessna was in a sorry state: the nose gear had broken off, the rear fuselage was bent to a severe angle just behind the rear seat; the elevator and rudder control cables were all broken; one metal prop blade was bent through 80 degrees; the motor, cockpit and interior were virtually undamaged; the right wingtip was buried in a ten-foot high bush.

Not surprisingly, the accident was reported and investigators came to study the pieces. One of their first tasks was to drain the two wing tanks of their fuel contents, from which they measured seven litres, with no evidence of fuel tank rupture or spillage around the wreck. Video footage of the Cessna's panel on approach showed both tank gauges touching empty.

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

CAA ETC UPDATES

"Another ORS4 for you - though a reissue superseding ORS4 No. 1126:

ORS4 No. 1423: Standardised European Rules of the Air - Compliance with Cruising Level Requirements - or perhaps better titled as non-compliance with cruising level requirements as it provides exemptions from SERA for VFR and IFR. <http://publicapps.caa.co.uk/docs/33/ORS4No1423.pdf>

Do you know your ORS from your..... From Trevor

The Covid virus has resulted in a flurry of exemptions and extensions relating to licences, ratings and medicals, some of them only lasting a day or two before being updated. I give below in broad terms the most significant (as of today!) for the main licences - EASA PPL(A), EASA LAPL(A), UK PPL(A), UK NPPL(A), though the application is wider than these. Note that it is essential to read the full conditions that apply to your licence, ratings and medical (eg on continued medical fitness)- I should know, I have 3 licences, with 3 different validity dates!

Current ORS4s are listed at:

<https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=list&type=sercat&id=17>

ORS4 1412 - Extensions for EASA licences

ORS4 1414 - Extensions for UK National licences

PPL/NPPL rating expiry 16/3/20 to 31/10/20 - can be extended to 22/11/20 subject to briefing from an appropriate instructor and appropriate recording of it. Note that the 1 or 2 year period during which you have to achieve revalidation requirements is then the period before 22/11/20 - the period length has not been extended.

LAPL - recency requirement (ie what must have been achieved in the period before any flight) now extended to the previous 32 months, again subject to the above briefing.

ORS4 1416 - Exemptions to revalidation requirements for EASA licences

ORS4 1418 - Exemptions to revalidation requirements for UK National licences

PPL/NPPL - Within the validity period (see 1412 and 1414) a shortfall in the required hours can be compensated for by some extra landings/take-offs, plus (for larger shortfall) an extra 0.5 hr in the refresher training flight. **But** note that this does not diminish the P1 hours requirements of the licences.

LAPL - there is no exemption.

Some appear to think that, because these exemptions run to 30/4/21, this is a further extension of the validity period - it is not; it is only a modification to what is required during the validity period of your rating (modified where relevant by 1416 and 1418). So, for EASA and UK PPLs and NPPL, by 22 November you need to have achieved revalidation by your original date, or have received the briefing and achieved all the revalidation requirements (possibly modified by 1416/1418) including the refresher training flight. Don't leave it too long, who knows what weather and tactical lockdowns might prevent! LAPL is a little different because of its rolling validity requirement.

ORS4 1408 - Extensions for medicals - EASA licences

ORS4 1413 - Extensions for medicals - UK licences

Expiry 16/3/20 to 31/08/20 - extended to 22/11/20

Expiry 1/9/20 - 22/11/20 - extended for 45 days or to 31/12/20, whichever is sooner

And hot off the press is ORS4 1421 (Amended), which allows pilots with a UK-issued EASA PPL(A) or LAPL(A) to use a Pilot Medical Declaration instead of an EASA Medical Certificate to fly EASA aircraft until 31/3/21. As usual there are various conditions which you need to read, including its not being valid for cost-sharing flights.

Irv Lee's "One Sheet Catch-up" <http://www.higherplane.co.uk/bfr-ground.pdf> is a useful summary of all licence and rating matters.

Membership

We have heard through the grapevine that Rex Emery has not been well recently and we send him our best wishes.

Where to go?

Flyer: Barton, Cambridge, Full Sutton, Kingsmuir, North Coates, Stoke Golding

Light Aviation: Blackbushe ½ price, Longside, Netherthorpe, North Coates (Weekends)

12th September - Cornwall Strut Flying. Bodmin Airfield PPR Essential. Contact: Pete White 01752 406660 / 07805 805679

Pilot X Answers

Answers:

- 1 Familiarity breeds contempt: X ignored the legal requirement for minimum safe fuel in reserve, of 30 minutes at the end of his flight.
- 2 In estimating (fuel gauges lie) the fuel remaining in the tanks, he had ignored that the Cessna would need four litres of AVGAS for warm-up and taxi with respect to each of the previous five flights, in addition to the fuel needed for the flights.
- 3 X paid insufficient regard to the warning about the downdraught near the threshold to 26. Had sink been absent, he might have landed safely on the runway.

TAIL PIECE



Social distancing in flight can be achieved safely without the need for face coverings!