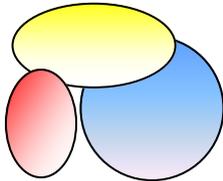




www.bristol-wing.co.uk



Brissle Strutter



Newsletter of the LAA Bristol Strut

February 2016

NEXT MEETING— Mission Flying

Bryan Pill will be our speaker this month on **Tuesday 2nd February**. Bryan works full time for MAF and has been a commercial bush pilot with Mission Aviation Fellowship (MAF) for over 20 years operating mainly in Africa, in particular Chad, South Sudan and Uganda; although his assignments include 2 years operating a floatplane in Bangladesh. He is keen to share something of what desert, jungle and float plane operations are like with this remarkable organisation. The evening will be entertaining and should be of interest to aviator and non-aviator alike. He aims to provide an interesting and amusing illustrated talk, giving his insights into the bush pilot's life and handing over a few gems of hard earned knowledge that you can use in your flying here in England.

We begin to gather together at 7.30 and will start the meeting proper at 7.45 in Room 7 at BAWA. Directions to the site can be found on our website www.bristol-wing.co.uk along with all our past newsletters and a Strut profile.



Refuelling Chad style



LAST MEETING — Homebuilding

Nigel Stokes entertained us with his account of building the first tailwheel Bristell in the UK - from a kit, as he was at pains to point out - but a kit that was somewhat short of comprehensive guidance, so that there was plenty of opportunity for exercising initiative and judgement. The end product - a comfortable, speedy two-seater with excellent baggage space (room for a case of wine in each wing!). He also gave us the fascinating story of his previous Jodel, from acquisition to sale. Let's hope G-NTPS will provide as many memories.

John Dilks's account of the building of his Sonex is postponed to a future date.

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QUIZ PAGE

Airfield Identification

Last month's airfield was correctly identified by Ron Perry as being Yeovilton.

This month Trevor has give us another one to look at—see below.



Suggestions to the editor please.



**Angels can fly
because they carry
no burdens.**

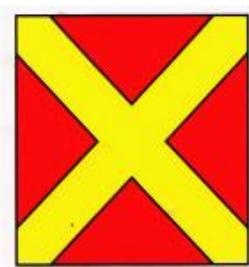
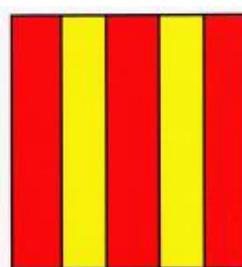
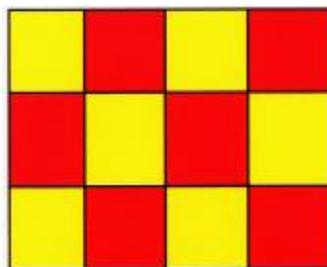
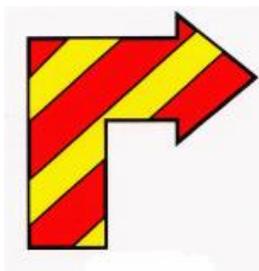
Quoted in
**The Angels' Little In-
struction Book by
Eileen Elias Freeman,
1994**

(A)

(B)

(C)

(D)



Answers to the above signals set last month ...

(A) Right Hand Circuit

(B) Airfield Control in Operation

(C) Land in emergency only

(D) Landing prohibited

Of course you all knew these anyway—didn't you.....

Where to go...

Free/reduced Landings for February 2016 in:

Flyer ; Castle Kennedy, Long Marston, Oaksey Park, Old Sarum, Pembrey, White Waltham

Light Aviation ; Free - Beccles and Kirkbride

Offers with voucher at: Yeovilton £10.00 and Haynes £10.95

Haverfordwest £10.

AIRFIELD GOOD NEWS—for a change!

"It's good to report that after a lot of work we've been able to obtain a Certificate of Lawfulness for Brown Shutters Farm. The airfield is now shown on Sky Demon, about 5 miles south of Bath. We needed the CLEUD to avoid any risk of enforcement against the 28 day rule, and to underpin a planning application for new hangarage.

As many of you know, the airfield was created by Eric Newbigin in 1988 as a base for his Tiger Moth. We had hoped that written statements by Eric and by local residents to confirm this fact and by Special Branch about their visits under Operation Pegasus together with Statutory Declarations by aircraft owners about how long their aircraft had been hangared at the airfield would have been enough to establish our lawfulness, but this was not to be. Instead, in the absence of an airfield movements log (which might anyway have been stolen, as in the case of another airfield seeking a CLEUD in the teeth of local opposition) we had to track down copies of individual pilot/aircraft log-book pages to show how much the airfield has been used over the past 11 years. As you can imagine, this was a laborious task, but we were eventually able to demonstrate almost 500 days of flying over the period. This proved sufficient to satisfy the legal requirements.

When you look into the problems faced by other airfields you will appreciate the pitfalls. This explains why some applicants have failed to pass the test. Only last year there was an unsuccessful application by a microlight strip which could provide only 9.5 years worth of data. For another airfield the local planning authority published over 100 pages of representations, including a weighty opinion by London lawyers challenging the application. Eventually they got their CLEUD, but it was heavily circumscribed.

The grant of a Certificate of Lawfulness is not supposed to be influenced by local representations, but there are major variations in the response by different planning authorities which can only be explained by local politics. There was a not unexpected campaign against our application in which G-INFO was used to identify pilots alleged to have breached our voluntary noise abatement procedures, and objectors researched pilot blogs on airfield planning issues as well as CAP 793 (Safe Operating Practices at Unlicensed Aerodromes) to make sure we knew our stuff. Obviously we now intend to do all we can to live in harmony with the local community. Happily not everyone objected, and we shall be organising occasional events for local residents, with proceeds to regional air ambulance services, who will also get a slice of our landing fees.

We are very grateful to all those pilots/owners who have signed Statutory Declarations or sent us copies of their logbook entries. We should also like to thank everyone who took the trouble to write to Mendip District Council in support of our application - or tried to do this but were unable to log on. Our thanks go also to Peter Kember of Kember Loudon Williams (foremost UK airfield planning experts) for his advice.

Our next step will be to seek permission for new hangarage, some of our existing hangars having been lost with the recent sale of Brown Shutters farm-house. We shall shortly launch our website with details of our airfield operational procedures, including PPR arrangements. Once the field dries out we shall welcome visitors but it's worth noting that (for now) the cross runways are only 420m and 460m long, and that because of obstacles and initial slopes two have displaced thresholds, so pilots need to be in good practice and flying suitable aircraft.

Geoff Roe

LAA Wings Award Scheme

As described in the October *Light Aviation*, the LAA Wings Award Scheme has been introduced to encourage the continued development of pilot knowledge, skills and attitudes through a number of activities, as well as encouraging pilots to gain additional skills through further training and qualifications. The scheme also encourages development of non-technical skills such as Threat and Error management, along with encouraging personal development and flight safety awareness.

The scheme is open to all qualified pilots of aeroplanes and rotorcraft, *whether or not an LAA member*. There are three levels of recognition, Bronze, Silver and Gold, and the details of the required achievements for each level are described at www.laawings.co.uk/.

I have received some additional guidance from the Pilot Coaching Scheme Chairman, Jon Cooke:

- a) *Does it count if a "differences" capability was achieved before there was any ANO or EASA requirement (eg tailwheel, VP prop)?*

Yes, providing the ground and flight training was conducted by an instructor and recorded in the pilot's logbook. As you may remember, prior to JAR-FCL there was no formal requirement for training, so many pilots self-taught or got their mate to teach them differences - these methods would not be sufficient evidence to include towards the LAA WINGS award.

- b) *For the "conversion to 3 additional and distinct types" achievement, can conversion to another 3 count as another achievement?*

Yes, although it is intended that applicants try towards different achievements in order to broaden their knowledge and experience. Note that this is different from Safety Events, **where each Safety Event must be different**.

- c) *Achieving a differences capability will usually mean a conversion to an additional and distinct type — additional and distinct because of the difference; can that count as one of the 3 for the conversion achievement?*

No, since each flight should only be credited towards one achievement. The applicant may nominate which achievement they wish to credit specific flight(s) towards.

- d) *Can the total flight distance be achieved if point of departure and final destination are the same or is the intent to take the pilot 200/400/600nm away from the point of departure?*

Providing they have met the flight distance, the final destination may be the same as the departure aerodrome. Note the requirement for different landing sites for the intermediate take-off/landings.

- e) *Do the legs have to be on the same day or is a flight sequence spread over two or more days acceptable?*

A flight sequence over several days is perfectly acceptable.

Present your completed application form, with supporting evidence, to Ron Perry or myself for endorsement. Please contact me if you have any questions.

Trevor

Farnborough LARS boundary change

The Farnborough LARS boundary has been redrawn near Southend CTR and CTAs, where Southend is in a better position to work traffic.

The new layout showing the new boundary points on a coloured map can be seen at <http://publicapps.caa.co.uk/docs/33/InformationNotice2016012.pdf>