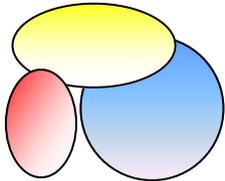




www.bristol-wing.co.uk



Brissle Strutter



Newsletter of the LAA Bristol Strut

January 2018

NEXT MEETING — ANNUAL REVIEW

Our next meeting will be on **Tuesday January 9th** and will be Member led with those who have tales to tell about their flying experiences during 2017.

If you have some information you're happy to share amongst friends, for 5 minutes or so, then come along and join us. Any photos you have to accompany your 'script' can be brought along on a 'memory stick' and we'll have the Strut Laptop available to show them.

For this month only we'll meet in **Room 4** (the first room along the corridor).

We will start to gather together about 19.30 and the meeting will commence at 19.45.

For directions to BAWA see our website: www.bristol-wing.co.uk

News

Some readers will have heard the news that Darren Lewington, who was our speaker in November, will be retiring from his post as director of Gloucestershire Airport where he has been for 24 years, including 17 in management and board roles, and sadly, he'll be leaving at end of January.

He'll be pursuing a number of other activities, including ATC training, aviation consultancy and his latest business venture <http://www.aerotiques.co.uk>, which has grown steadily in the last few months. He is also hoping to have much more time to fly and enjoy GA as a customer!

We wish Darren all the very best in this new focus in his life and thank him for the service he has given to GA over his time making Gloucestershire Airport so welcoming.

Darren has arranged an **ATC AND RT FOR PPLs EVENING on Friday 26th January at Gloucester Airport**

It's a Friday night, drinks and nibbles will be served and, seeing as it is five days before he leaves the Airport after 24 years, there's a good chance it will end in The Aviator!

Tickets are priced at £15 and all proceeds go to <http://www.fly2help.org>. You can purchase tickets at the Terminal, the fly2help office, or by calling 01285 770821.

LAST MEETING— Annual Quiz

Once again we had a great time in December when Alan led us through his mind boggling Aviation Quiz, sparking discussion, or even disputes, but all very good humouredly. There was plenty of seasonal food to help us concentrate.

Thank you Alan for another good evening.

Nominations were received on the night for the Ian Leader Trophy but as there was no overall name which came to the fore it was not presented this year.

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THAT WORST DAY— Too much lip words by Graham Clark

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

Pilot X was feeling very frustrated; the winter rains had continued well into the spring and the grass airfield – a wonderful place in summer – had received much more than its fair share of the wet stuff. Back in the autumn, he'd promised a friend a one-hour local trip in his wood-and-fabric marvel, when the conditions were right. Now, after weeks of waiting, it looked as though they were in with a chance. A phone call to the airfield manager brought some helpful advice. "Provided you don't use the first or last third of the runway, you will be okay". 'Well,' thought X, 'We'd better grab the opportunity while we may. Who knows if this bloody rain will be back?'

Arriving at the airfield, X took a walk out to the runway centre section to check the surface. The ground was firm and the airfield manager was right; the extreme ends of the runway were really quite soggy but the centre section was OK, as was the available length for a half-fuel take-off and landing.

With that decided, they opened up the hangar doors and spotted that the recent deluge had left its residual trail of sludge flowing down the incline towards the concrete apron and runway. The aeroplane covers had obviously done their job well. No birdie droppings on the airframe and everything intact with no hangar rash, which was a rare occurrence here anyway. Covers off, they pulled the wooden taildragger from its hangar for the pre-flight: check for water in the fuel, oil dipstick and nothing obviously wrong or requiring investigation. They pulled X's magic carpet out onto a rectangular concrete pad, surrounded on three sides by hangars, and savoured the prospect of a flight. It had been some weeks since the right opportunity had presented itself, and X wasn't going to pass this one up.

Another cold front had gone through during the night, which apart from boosting the water table had left marvellous clear skies in its wake; true, the earth's horizon did obstruct the view, but you can't have everything. X helped his passenger to climb in and sit without breaking any of the vulnerable Plexiglas panels. After the usual safety brief – "If we crash land and I am incapacitated, pull that switch, release the straps, open the door and run" – X started up and soon they were backtracking to the beginning of the usable runway portion.

On the ground, everything felt normal and X was glad to be alive and about to fly. There was a bit of a crosswind

from the left, maybe 8-10kt or so, but well within the limits. They were not disappointed.

The one-hour triangular flight was down to the coast, where they turned and followed the sparkling sandbanks, then passed their village homes with the passenger joyfully working out the familiar landmarks from a new angle. The promise of a one-hour flight had been fulfilled and X had kept his part of the bargain.

The home airfield came into view and X could see that the runway's centre section was slightly higher than the surrounding farmland, where water in several fields was plainly inches deep. Super soggy fragilistic. Pilot X put out the Unicom joining call and, as expected, heard no reply, so set the aircraft in the downwind and did his usual checks: brakes off, undercarriage down, mixture rich, pitch fine, fuel pump on, front tank selected, hatches & harness. All was nicely ready, so X set it up to touch down as briefed, a nice, steady 63kt with the airbrakes doing their thing. Moments later the main wheels and six-inch solid rubber tailwheel did their jobs in poetic harmony. 'All over bar the shouting,' thought X as the aeroplane slowed, "we've cheated Death again!"

However, given the crosswind from the left and knowing there was a slight incline to the concrete apron and hangar, X decided to maintain some momentum as he turned left to the apron. As hundreds of times before, by this and other aircraft, the main gear bumped onto the concrete, but this time it was followed almost immediately by an almighty crash, with the cowl suddenly inclined upwards, not the view to which he was accustomed over the nose. "Holy...! What the...?" X shut down the engine, unbuckled and got out. To his horror, he could see the tailwheel with springs and metal fittings dangling by their cables.

Inspection at once revealed that the tailwheel's solid tyre had tracked along the soft grass surface, leaving a shallow dent until it came up against the vertical concrete lip, normally about an inch visible and no obstacle at all.

Now, with a bit of bad luck, it was enough to stop a six-inch solid tyre in its tracks, and the aircraft's momentum had done the rest! All that rain running off the three hangars and concrete apron had arrived at the edge, leaving a super-soggy zone but with no trace of a puddle. Plainly, X's luck had run out for a while.

The result? Splintered wood, damaged longerons, stern post suspect, rudder attachment points... oh dear!

But as they say, every cloud has a silver lining. X's insurers with whom he had not been so very long, were absolutely brilliant. The loss adjuster merely asked for a couple of photos and an account, said the business would be treated as a taxiing incident, and paid up for the repair with no quibble.

True, X was without his aeroplane for three months, but his LAA inspector was also first-rate with repairing wooden aircraft. There was no post-repair weight gain, and apparently factory fresh. And the airfield manager? Some time later he arranged for the concrete lip to be given a full 'chamfered facial', for which X was mighty grateful.

QUESTIONS

- 1 Given all the recent rain, was X wise to go ahead with the flight?
- 2 What could X have done pre-flight to avoid this incident?
- 3 What could X have done after the landing to avoid the damage?

Answers on the last page of this newsletter.

Where to go...

Free Landings for January 2018 in:

Flyer: .Bodmin, Kingsmuir, Oaksey Park, Solent Airport Daedalus, Spanhoe, Sturgate

LAA Light Aviation – Dunkeswell, Fishburn, Kirkbride, Wolverhampton and a 2 for 1 offer at The Museum of Army Flying at Middle Wallop

Note ; *LAA Light Aviation magazine – is now printing landing vouchers/offers one month ahead. This is to help members plan a trip in advance and not miss a weekend if the magazine arrives after the first weekend of the printed month.*

Friday 26th January—ATC AND RT for PPLs fund Raising Evening with Darren Lewington 7pm Gloucestershire Airport See page 1

Looking ahead to the summer at Bodmin Airfield:

May 5th (Sat). ACTION STATIONS 2018. The ROYAL AIR FORCE is 100 years old and we are celebrating with a Military Wings & Wheels Day.

May 12th (Sat) RIN TOP NAV Competition

June 23rd (Sat) Pasty & Ice Cream Fly-in.

July 4th & 5th Wing Walking at Bodmin.

July 14th & 15th (Sat & Sun) Bodmin VAL-DRECKLY, a STOL fun day

August 11th & 12th (Sat & Sun) Summer Vintage Wings & Wheels.

September 15th & 16th Cornwall Strut Fly-in. Join us for the rebirth of the Cornwall Strut

More details nearer the dates but dates for your diary

The fact that the great scientist believed in flying machines was the one thing that encouraged us to begin our studies.

Wilbur Wright

(First ever flight took place 115 years ago this month)

GASCO Flight Safety /Extra -

From the Editor of **Flight Safety Magazine:**

The monthly e-newsletter was sent initially to all those who subscribe to GASCo Flight Safety magazine and those who indicated that they wished to receive safety information from GASCo at seminars, safety evenings and other events. The circulation is growing throughout the General Aviation Community and the editor welcomes your feedback on how the newsletter can be improved. If you do not wish to receive a copy of the magazine, please use the Unsubscribe link and we'll stop sending it to you immediately.

Flight Safety Extra complements GASCo's magazine, Flight Safety and is another channel by which we hope to get flight safety information to you in a convenient way. There are many valuable sources for such information and we are not attempting to replace or usurp these or become a 'one stop shop' but we think that there is a place for a monthly flight safety news roundup to reduce the chance of important or interesting information being missed.

GASCo Flight Safety Extra is distributed free by e-mail to anyone interested in GA safety matters. To receive your copy: Telephone: Tel: 01634 200203 or e-mail: penny.gould@gen-av-safety.demon.co.uk

CAA/SKYWISE NEWS

BRISTOL LARS

PLEASE NOTE: With effect from 1 March, Bristol ATC is leaving the LARS system.

Airspace Change Proposals

Consultations have been published on two linked airspace change proposals from RAF Brize Norton and Oxford. These threaten significant impacts on GA operations - eg increased Class D around both, including at 1450' above the surface at Enstone, 1700' at Northleach. Existing choke points become more choked for traffic not willing or able to take a Class D transit. **The closing date for comments to each is 22 March** - please make your views known. Relevant proposals are:

https://www.raf.mod.uk/rafbrizenorton/rafcms/mediafiles/8259A688_E36F_447D_7382737670965DA4.pdf
<http://www.oxfordairport.co.uk/the-airport/public-consultation/>

Airspace design: new airspace change portal launched

The CAA has just launched its new airspace change [portal](#) which helps ensure that the revised process, announced in December 2017, is fair, transparent, comprehensible and proportionate.

The [portal](#) launched today is an interim solution, using existing online tools to enable transparent consultation on new proposals, while it procures and builds a purpose-built, long-term solution.

The airspace change process ensures that when the CAA decides whether or not to approve a proposal to change UK airspace, it does so in an impartial and evidence based way that takes proper account of the needs and interests of all affected stakeholders.

The revised process introduces additional CAA scrutiny and validation of sponsors' work and evidence as they develop proposals; increased requirements relating to transparency and engagement; and introduces new opportunities for those impacted by proposals to have their voices heard.

Portal link in case it gets lost is <http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Permanent-airspace-change-proposals-under-the-new-process/>

UK overflight of non ICAO compliant permit to fly aircraft

General Exemption for Foreign Registered Home-Built Aircraft and Certain Historic Aircraft

To facilitate over-flight and visits to the UK by foreign registered home-built aircraft and certain historic aircraft, the Civil Aviation Authority, in exercise of its powers under Article 266 of the Air Navigation Order 2016, exempts, subject to paragraph 2, any home-built aircraft or certain historic aircraft registered in a Member State of the European Civil Aviation Conference from the provisions of Article 33 of the said Order

For Conditions of Exemption click on the following link: <http://publicapps.caa.co.uk/docs/33/ORS4No.1249.pdf>

Guidance on the regulatory process for changing airspace design

The CAA have now published the new process for changing airspace design. [Airspace Design: guidance on the regulatory process for changing airspace design including community engagement requirements \(CAP 1616\)](#) is available on their website,

This document explains the CAA's regulatory process for changes to airspace design.

The larger sized file includes linked navigation within the PDF which allows you to move around the document using tabs. <http://publicapps.caa.co.uk/docs/33/CAP1616%20Airspace%20Design%20interactive.pdf> (all 218 pages!)

The smaller file is a plan PDF of the same document, without the navigation at:

<http://publicapps.caa.co.uk/docs/33/CAP1616%20Airspace%20Design%20non-interactive.pdf>

along with a [technical annex](#) setting out environmental requirements. Other supporting documentation is available on the [website](#). The new process will take effect from 2 January 2018.

http://www.gasco.org.uk/safety-information/floght_safety_december_17.aspx

The Story Behind an Unbelievable Photograph *Thanks to Frank Bond for the link to this story*



The story of who took the photograph and how he managed to get the shot is a good one.

The aircraft is an English Electric Lightning F1. It was designed and created by the English Electric Aviation Company, who'd been contracted to develop a jet bomber at the end of World War II.

The aircraft in the photograph was XG332. It was built in 1959, one of 20 pre-production Lightnings. The very last photograph taken of it, in 1962, is deservedly the most famous one. How does someone manage to take a photograph like this? Planning, quick wits and a healthy dose of luck.

Jim Meads is the man who took the picture. He was a professional photographer who lived near the airfield, next door to de Havilland test pilot Bob Sowray.

So, the story goes: Bob Sowray mentioned to Jim Meads that he was going to fly the Lightning that day. When Meads took his kids for a walk, he took his camera along, hoping to get a shot of the plane.

His plan was to take a photograph of the children with the airfield in the background as the Lightning came in to land. They found a

good view of the final approach path and waited for the Lightning to return.

As it happened, Bob Sowray didn't fly the Lightning that day. The pilot was George Aird, another test pilot working for De Havilland. George Aird was involved in the Red Top Air-to-Air Missile programme and seems to have been a well-respected test pilot.

On the 19th of September in 1962 George Aird was in the Lightning doing a demonstration flight off of the south coast. He was approaching Hatfield from the north east when he realised there was trouble. The aircraft pitched up violently just as Aird was coming up to land. Aird lost control of the aircraft and ejected. Luckily, because the nose pitched up he had just enough time to eject.

The tractor in the photograph was a Fordson Super Major. If you look closely at the grill, you'll see it reads D H Goblin, as in the de Havilland Goblin jet engine.

The tractor driver was 15-year-old Mick Sutterby, who spent that summer working on the airfield. He wasn't posing for the camera. In fact, he was telling the photographer, Jim Mead, to move on, because he shouldn't be there.

Mead saw the plane coming in and the nose pitch up. Then Aird ejected and Mead says he had just enough time to line up the shot as the Lightning came down nose first. Meanwhile, George Aird landed on a greenhouse and fell through the roof, breaking both legs as he landed unconscious on the ground. The water from the sprinkler system for the tomatoes woke him. He's reported to have said that his first thought was that he must be in heaven.

The photographs taken that day first went to the Ministry of Aviation. Once they were released, Mead sold them to the Daily Mirror who paid him £1,000 for the rights to the photograph: £18,000 by today's standards. It was featured as a centre page spread in the newspaper on the 9th October 1962.



More information by clicking on: <https://fearoflanding.com/photography/the-story-behind-an-unbelievable-photograph/>

Member News

Have you paid your Strut Membership when requested by our Membership Secretary Steve Pemberton?

PICTURE QUIZ

Last month we had two picture quizzes:

The Aircraft Puzzle Picture with local and Christmas connections was the Par-nall Elf built in Yate, Bristol.

Two entries this time: **Nigel Phillips and Alan George.**



This photo of a local airfield taken by Ron and Lyn Perry is Clutton Airfield.

Although it's very local to Bristol only Trevor Wilcock sent in the answer.

And for this month: a local aircraft in an unfamiliar guise



Future Strut Meetings

February 6th —Bryan Pill on "Keys Don't Float - All I know about float flying".

March 6th —TBC

April 10th— Aerospace Bristol

NOTE CHANGE OF DATE DUE TO EASTER

Tail Piece

And here, appropriate to the season, is a nice picture of a Smaragd operating from a frozen lake in Sweden

THAT WORST DAY ANSWERS:

- 1.. *Given all the recent rain, was X wise to go ahead with the flight?*
With the benefit of hindsight, it was a mistake.
- 2 *What could X have done pre-flight to avoid this incident?*
He could have done a much closer inspection of the proposed taxiing route for obstacles, especially the lip.
- 3 *What could X have done after the landing to avoid the damage?*
He could have tackled the concrete lip with less energy and at an angle.