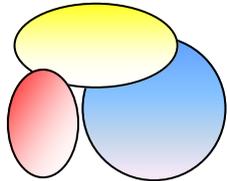




Brissle Strutter



Newsletter of the LAA Bristol Strut

January 2019

www.bristol-wing.co.uk

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Next Meeting – Last Year’s Review

Our next meeting will be held at 7.45 pm on **Tuesday 8th January 2019** in **Room 4**.

This will be our Annual Review of the year so if you’ve got any photos, stories or items to show what you’ve been up to during 2018 then do bring them along to ROOM 4 and we’ll share our tales.

We’ll have the projector and laptop available so bring your photos on a memory stick and we’ll do the rest.

We start to gather at 7.30 and the meeting starts at 7.45.

Directions to BAWA are available on our website www.bristol-wing.co.uk

NEXT MONTH’S STRUT MEETING

Tuesday 5 February: Frank Bond—Zeppelins

Where to go...

Free Landings for January 2019 in:

Flyer – Blackbushe; Bodmin; Coventry; Cromer; Kingsmuir; Netherthorpe

Light Aviation—Dunkeswell (from 3rd) Fishburn, Shipdham (weekends), Tatenhill

Last Meeting – Annual Quiz

Quizmaster Alan George tested us again with question rounds on research aircraft, airlines, Gloucestershire Airport and Miscellaneous, while we enjoyed various Christmas nibbles.

As time ran out before he was able to use other questions which he had prepared, he is clearly partway ready to do the same sterling job next year, for which we are delighted!

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Picture Quiz

Update to November's puzzle: Apologies to Alan George who had sent in the following but the editor omitted to include it last month: *the aircraft is a Lockheed Constellation. As Graham travels in Arizona it could be one of (at least) two flyers there, either General Macarthur's personal transport 'Bataan', or my answer President Eisenhower's first Air Force One 'Columbine'.*



Unfortunately there were no entries for the Caption to this picture. Pity!



This month's picture quiz is once again from Graham who asks:
What is it? and can anyone correctly identify the country of origin?

CHIRP

Link to the latest CHIRP (Confidential Human factors Incident Reporting Programme)

See:

[https://www.chirp.co.uk/upload/docs/General%20Aviation/GAFB%20Edition%2078%20-%20November%202018%20\(Electronic\).pdf](https://www.chirp.co.uk/upload/docs/General%20Aviation/GAFB%20Edition%2078%20-%20November%202018%20(Electronic).pdf)

High Pressure, Low Horizon

by Graham Clark

Like most of us, 37 year-old Pilot X loved the coast, not just because it is a brilliant navigational feature for a lovely VFR day, with small harbours, coves, beaches, cliffs and estuaries. Sometimes, it is a long straight coastline with mile after mile of sandy dunes, together giving a better reference than a VOR needle or a GPS LCD screen.

One week in late May, Pilot X decided he would take a Cessna 172G and use it to explore the coast and joyride with friends who were holidaying at the same location. He had less than a hundred hours in command, but the flying club where he worked was happy to let him take the aircraft away for a few days in the middle of the week, while things were quiet.

Just about all of X's flying had been done well inland, where he was familiar with the usual northern European westerly weather late spring pattern of cold fronts bringing a dollop of precipitation today, followed by better weather the next day on the rear side of the front. Low-pressure systems bringing much stronger winds and turbulence, were also a familiar 'stay-at-home' feature to him.

However, in the week of his holiday, Pilot X's luck was in. A stable high-pressure system was starting to move in and settle over Northern Europe with very little wind, wall-to-wall sunshine and solid VFR for the next three days. What luck!

During the first part of the week, X made a couple of coastal flights in opposite directions: one day to the east, and the next to the west, taking his wife along. At the end of the week's holiday with the sun still shining, his wife said that having now seen the coast from the air, he should take a couple of friends while she would read a book sitting on the beach.

It did not take X long to recruit his pals into the Cessna on this fine morning. The inland TAFs were all reporting solid VFR and the wind was calm, as was the sea, with gentle waves lapping on the sand. Unfortunately, the airfields along the coast were of little commercial significance, and did not merit their own TAFs.

Having drunk their morning coffee, with the aircraft refuelled and a good pre-flight check complete, the three boarded the 172 and strapped in for a gentle joyride along the coast. The plan was to fly three quarters of an hour to an airfield out west for lunch, then head east with an intermediate stop at an airfield 20 miles inland, and then return to the coastal home base in the late afternoon.

The high-pressure system was still working its magic as they left for their first destination, another coastal airfield. After lunch, the Cessna flew inland for the intermediate comfort stop, before getting airborne again for the home run back to the coast.

Now X had previously experienced the drop in low-level visibility that can be associated with the inland inversion of a high-pressure system, but what he had not seen was the difference in attitude perception when there is a sharp drop in visibility associated with sea mist, and what that can do to the horizon. On the flight back to the coast he was not exactly sure of his track and the mist along the coastal strip was not very helpful. However, given that he would intersect the coast, that would be no problem. Soon the seashore came into view, and X knew that a right turn would bring him to the home airfield within a few minutes.

He started his descent over the water parallel to but to the left of the coast, and soon picked out a feature telling him he was well positioned for a right base direct join to Runway 27. He throttled back, but as he descended the visibility deteriorated rapidly and became badly non-VFR into the sun. He was now into the thicker atmospheric layer of water vapour where he could no longer distinguish between the grey of the sky and the grey of the sea surface, which from his position 250 yards from the beach and 500 yards from the runway looked more like a millpond, with no discernible waves to give him a visual height cue.

Spotting the grass airfield Tower from the corner of his eye, X initiated a descending right turn to final approach, at which moment witnesses saw his right wing touch the sea surface with fatal consequences. The Cessna cartwheeled into the shallow sea, the prop thrashing the water white with its dying energy. Water may splash softly in the bathtub, but when hit at speed it is no better than concrete. Hard luck.

Holidaymakers and lifeguards on the beach immediately launched surfboards and rescue craft into the calm sea and made for the spot 150 yards offshore, where Pilot X and his two friends lay trapped in the semi-submerged Cessna. They got Pilot X and his front-seat passenger out very quickly, but both died later as a result of injuries sustained during the impact. The rear-seat passenger was the last to emerge, but suffered death by drowning.

At the time of the accident, another nearby airfield reported the weather as 4-5 km horizontal visibility at ground level, cloud 4-5/8 at 2,000 ft, and wind 150/4-8 kt. At about the same time as the accident, this airfield declared itself closed because sea mist and fog were obscuring the local geographic contours.

Questions:

- 1 On arrival back at the coast, what should Pilot X have done?
- 2 Given the absence of TAFs for his base airfield, what should X have done?
- 3 What was X's final fatal error?

WILL YOU BE FLYING ALONG THE SOUTH COAST THIS SUMMER?

If so here is some very useful information for avoiding airspace infringements not only around Southampton but wherever you fly.

Airspace & Safety Initiative update: Solent rules

Information for avoiding airspace infringements is available at <https://airspace-safety.com/updates/> and here you can also :

[Download Golden Rules – Flying in the Solent Area](#)

[Download PDF – TAKE2](#)

[SQUAWK and LARS](#)

[UK AIP AD 2-EGHI-4-1: SOUTHAMPTON CONTROL ZONE AND CONTROL AREA CHART](#)

Solent "Golden Rules" are reproduced below:

Check NOTAMs before flying at www.ais.org.uk. Use an efficient method such as 'narrow route brief' and make best use of 'saved briefings', which can be re-run at later dates to cut down checking time. Or using a commercial product like SkyDemon.

Restrictions of Flying, planned restrictions are issued as Air Information Circulars on www.ais.org.uk. For checking just prior to flight, the number 08085-354802 will give the very latest situation.

Military airspace, there's a lot of it in the area: RAF Odiham, Middle Wallop, Boscombe Down; with busy instrument approach training and exercise areas. Keep a keen eye open and monitor useful frequencies like Boscombe or Farnborough LARS.

Controlled Airspace Local VFR Guides are available for many Control Areas and Zones in the UK. Did you know there are numerous 'airspace guides' written (usually) by controllers who are also pilots in their spare time? They contain local advice, charts, and usually good aerial photos of local features to help you stay on the correct routing.

Avoid 'Hot Spots' There are certain key areas to avoid or think carefully about: NE of the Solent Zone near New Alresford; NW near Chilbolton and Farley Farm; watch your altitude along the Solent and New Forest – remember to use the local (Southampton) QNH.

Transit Routes, if your route passes through a zone, plan a zone transit, thinking about your routing in relation to the active runway alignment. You are much more likely to get a crossing approved over the runway if your track is perpendicular to it rather than aligned with it.

Have a Plan B when planning a route which may cross controlled airspace in case they can't accommodate you. If you wish to transit controlled airspace, think about what you need to say in advance and call the appropriate Air Traffic Control unit ten miles or five minutes from the airspace boundary. Decide where you'll use Plan B if a clearance is not possible. It's easier to get around airspace from a few miles out than to do so close to the boundary. Remember it may result in a longer journey.

Radio Calls, think before you transmit. Using correct radio phraseology helps air traffic controllers help you, sounds and is more professional! A handy free reminder kneeboard insert is available from the CAA or the Airspace Safety website. It will help you form any request for a zone crossing by giving you a template for your radio call. The example shown is more or less the reply to 'pass your message' for things like asking for a Basic Service as well as an Area or Zone Transit.

A Specific Clearance is needed to enter or cross controlled airspace. The instruction 'Standby', a transponder squawk, or even the provision of any type of service is not an ATC clearance. Nor is the use of the Listening Squawk and monitor frequency (7011 for Solent on 120.230; 0011 for Bournemouth on 119.475; 4572 for Farnborough West on 125.250). Note that if you're within 8km of their airfield, they prefer you to talk to them! An instruction to 'Remain Outside Controlled Airspace' on the first reply from ATC does not mean transit is refused, just reminds you not to enter until a formal clearance and routing is agreed.

Why not have in your mind "TAKE 2": stay **2 miles** from the edge of controlled airspace; keep **200 feet below**. (See link above to download the PDF to print and keep in your aircraft.)

PLEASE NOTE

Compton Abbas airfield will have changed its air/ground radio frequency to 122.710 from **1st January 2019** in line with the 25mhz to 8.33khz.

SAFETYCOM CONVERSION TO 8.33 kHz

From 3 January 2019 Safetycom and other common sporting and recreational assignments used across the UK **will transition to 8.33 kHz** voice channel spacing.

The new channel number for Safetycom will be 135.480. Depcom will become 122.955.

All pilots and ground stations need to use the correct channel number to ensure effective communications when using these channels.

This change also affects common assignments used for Gliding, Microlights, Parachuting and Hang gliding. CAP1606 includes the full list of these changes at:

[http://publicapps.caa.co.uk/docs/33/CAP%201606%20833kHz%20voice%20channel%20spacing%20in%20the%20UK%20\(v3\).pdf](http://publicapps.caa.co.uk/docs/33/CAP%201606%20833kHz%20voice%20channel%20spacing%20in%20the%20UK%20(v3).pdf)

Further details on 8.33 kHz radios and frequency conversions can be found on the CAA website.

Ian Leader Trophy

We are very pleased to announce that Steve Pemberton, our Treasurer and Membership Secretary, was nominated to receive the Ian Leader Trophy for 'Services to Bristol Wing' essentially for his sterling work regarding GDPR and getting our records to suit the criteria imposed.

Well done Steve and we wish you all the best for a speedy recovery. Hope to see you at our Strut Meetings very soon.



You may be a redneck pilot if:

There are grass stains on your propeller tips.

You call up the tower with "Breaker Breaker"

You have to buzz the strip to chase off the

PILOT X Answers

- 1 He should have diverted back to his previous inland destination.
- 2 He should have used multiple sources for his met forecast: telephone for a qualified met briefing, use an online forecasting service and listen to the local weather forecast. He was lulled into a false sense of security by a stable anticyclone, with visibility degrading as the week went by,
- 3 His final fatal error was a low final turn into sun, in conditions of poor visibility.