

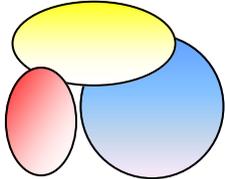


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# Brissle Strutter

Newsletter of the LAA Bristol Strut



June 2016

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## NEXT MEETING — Members' Evening

For our final meeting before the summer break, on **Tuesday 7th June**, we plan a **Show and Tell meeting** - or even just Tell!

Please bring along some *item of aeronautical interest* or tell us about some experience - *a problem component or a Lessons Learned occasion perhaps* - no more than 5 minutes per person.

Projector and laptop will be available if you want to bring supporting material on a memory stick. Leave any 2016 trips for our usual roundup of the year at the start of 2017.

As usual, we gather from 19:30 for 19:45 start in Room 7, BAWA.

For directions see: <http://www.bristol-wing.co.uk>

## LAST MEETING — SONEX

John Dilks gave us an account of the 5 year build of his Jabiru-powered 2-place tailwheel Sonex. Test flying is complete and paperwork with the LAA, so John will shortly have the opportunity to fly it himself.

Achievements - metalwork skills, and lots of drilling. Would he do it again? - not in an unheated workshop 30 - 40 min away from home!

## MEMBER'S NEWS

At an Award Ceremony and dinner at the RAF Club, Piccadilly, earlier this month, the Royal Aero Club presented Mary with a Certificate of Appreciation for her support of the LAA.

Initially together with late husband Ian, she has been our long-term Young Eagles organiser, Newsletter editor and secretary. Well-earned, Mary!

Other LAA recipients at the event included ex-president Sir John Allison, current president Roger Hopkinson, chairman Steve Slater, Head of Training Jon Cooke, and several more. Also receiving a Certificate of Merit were the PilotAware team, including our April speakers Lee Moore and Keith Vinning.

All awards were presented by the RAeC President—The Duke of York.

Trevor Wilcock

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## PICTURE QUIZ

Last month Trevor supplied us with an interesting picture Quiz.

He said: "*It is aeronautical - what is it?*"

The correct answer was supplied by:

~**Dave Hall:** with—I think the concrete arrow is one of a chain of them in the USA for airmail pilots to follow their route. I knew that, but the internet tells me they were illuminated for use at night and in poor vis. I don't know where they can still be seen, though I'll research it for our Arizona trip later.

And also: **Phil Mathews and Nigel Philips** gave much the same correct information.



This month can you identify this aircraft?

## Where to go...

Free Landings for June 2016 in:

**Flyer:** Crosland Moor, Eshott, Henstridge, Newtownards, Sherburn-in-Elmet, Sittles Farm. St Athan - if you uplift 50lt fuel. And in Ireland: Coonagh, Donegal, Navan, Weston

**Pilot:** St Athan - if you uplift 50lt fuel.

**Light Aviation:** Barton, Eshott, Henstridge and Lands End (latter closed Sundays)

**Saturday 18th June 2016** at Kemble. BAC are holding a fly-in again this year - the airfield have kindly agreed to waive landing fees, but pilots are invited to make a donation to Fly2help. **PPR is required from Kemble Flight Operations**, 01285 771177 <http://forums.flyer.co.uk/viewtopic.php?f=66&t=99498>

### *Devon Strut forthcoming Events:*

**4th & 5th June** St Mary's, Scilly Isles

**18th & 19th** Farway Common

**9th & 10th July** Dunkeswell Regional fly-in

**31st July** Lundy (PPR essential from Pete White 07805 805679)

### *LAA Forthcoming Events:*

**27th August – 2nd Sept.** LAA 70th Anniversary Tour of Britain (Dunkeswell on Wed 31st pm)

**2nd - 4th September** Sywell - LAA Rally

**"My soul is in the sky"**

**William Shakespeare,  
A Midsummer Night's Dream**

## Change to medical requirements

*The CAA have announced how they plan to relax medical requirements for UKPPL and NPPL licences, leading to self-certification in most cases, and don't speculate on eventual result yet.*

Judging from the Flyer Forum, there is already confusion - particularly those who don't realise that an EASA licence obtained in the UK is not a UK PPL!

To see the full CAA document click on this link: <http://publicapps.caa.co.uk/docs/33/CAP%201397%20APR16.pdf>

## CHIRP – Confidential & Independent Reporting

There are some items of particular interest in the latest edition of CHIRP GA Feedback, particularly in relation to automatic weather reporting at EGGD and SERA rules on VFR minima in control zones - see

<https://www.chirp.co.uk/upload/docs/Printable%20FEEDBACK/GAFB%2068%20V1%20-%20Printer%20Friendly%20Version.pdf>

If you don't already get CHIRP GA Feedback emails, we recommend you do so.

Click below for the direct link to the relevant AIC on Automated MET observations:

[http://www.ead.eurocontrol.int/eadbasic/pamslight-51498184A63B2884800721A9C97B7E38/7FE5OZZF3FXUS/EN/AIC/Y/069-2015/EG\\_Circ\\_2015\\_Y\\_069\\_en\\_2015-10-01.pdf](http://www.ead.eurocontrol.int/eadbasic/pamslight-51498184A63B2884800721A9C97B7E38/7FE5OZZF3FXUS/EN/AIC/Y/069-2015/EG_Circ_2015_Y_069_en_2015-10-01.pdf)

## Licences to be provisionally suspended for some infringing pilots

**For all to note - but read the details about the assessment of "level of seriousness" in CAP 1404 before getting too alarmed!**

Under a new process, pilots identified as having infringed controlled airspace, Danger Areas or Restricted Areas, *could* have their licences provisionally suspended while the details of the incident are investigated and follow-up action considered.

Details of infringement events will be assessed by a team of experts made up of in-house pilots, investigators and air traffic controllers. If an incident is deemed to reach a certain *level of seriousness* then the pilot's licence will be provisionally suspended until further notice. Depending on the outcome of the follow-up action, a decision will be made about lifting the provisional suspension.

See <http://publicapps.caa.co.uk/docs/33/CAP%201404%20MAY16.pdf>

## Bristol Airspace Infringements

*Trevor has distributed the following message sent out at the beginning of May from Bristol ATC but it is worth repeating here. Please take extra care to ensure that we are not responsible for causing them any concerns.*

**Infringements – 5 in 10 days including 4 losses of separation – predominantly West Country based aircraft.**

As Manager of Safety at NATS Bristol, I am writing to ask you to help us STOP infringements of controlled airspace. At Bristol we have had 5 infringements in the last 10 days, 4 of these caused a loss of separation with commercial aircraft, resulting in avoiding action being given. This clearly cannot be allowed to continue at this rate.

Please could you advertise this worrying trend as widely as possible to your pilots and ask them to be as diligent as possible with their Planning and Airmanship. We are also taking steps locally to try and mitigate this risk.

If you would like to discuss this with me further, please do call me.

Kind regards  
Sid Micheltore  
NATS  
Amber Watch Manager  
Manager Safety Bristol"

## Summer Safety by "The Farmer"

<http://forums.flyer.co.uk/viewtopic.php?f=1&t=100039>

This is a time of year where many get revved up and start flying a lot more, and I hope it's a great summer for all who plan to get out and about. As a farmer, I spend a lot of time in and around various crops, and as a flyer too, I can't help linking the two together. I fly my little jalopy between farms and don't really use airstrips as such, just paddocks.

The reason for this post is that we are entering what I consider to be the most risky 10 weeks of the year from a forced landing point of view. With the recent warmer weather, crops are entering their "stem extension" stage, and those fields around your local strip that have looked quite useful since last August, will pretty much be lethal until mid-August now.

I was spraying some oilseed rape today (rt), and this crop was only 6 inches high eight weeks ago. Oilseed rape makes itself very obvious when it is flowering, but then spends a very dangerous eight weeks looking convincingly like grass between late May and early August. As a landing option, it will flip you upside down, and hide you to anyone looking from the edge of the field. That sounds dramatic, but I promise it is evil stuff, and will grip your undercarriage like a vice.

Can I suggest that all you strip flyers make a note of the yellow fields within a few miles of your base this week, and make a point of discounting them in the next few months in the event of an engine issue? A rule of thumb? Aim for the field that looks the least green! Us farmers rarely plough any more, and "brown" means cultivated and limited crop growth. As a farmer, I fly looking at pretty much each and every farm and what they are growing. As sad as it sounds, in the event of an engine failure (yes, I've had two EFATO's), I think that awareness of crop cover, especially between May and August, is critical for damage limitation.

This is the riskiest period. If this saves one set of undercarriage this summer then it has been worth it. It's also interesting that the government have decided that farmers need to have certain "environmentally enhancing" cropping systems these days too. One of the easiest ways of achieving this as a farmer is what is called a "Summer Fallow", which means no crop from one harvest until the next autumn. Lots of this is springing up so, if you see a stubble field at this time of year, as long as it has no power lines running over it, then that'll be a great option. Be aware though that last summer's stubbles look a bit tatty by now, and are normally quite brown in colour from the air, and sometimes with the wheel marks of the farmer's 14 year old son's stubble racer (AKA 1993 Vauxhall Vectra) randomly scattered over it...!

The gliding community is usually quite hot on field selection resources. An example is <http://www.fieldselection.co.uk> which has lots of photos, month-by-month, and there's a 45 minute video at <http://www.cugc.org.uk/node/79>.

Have a look here at the mid-June / late June photos. From the air, it looks worryingly ideal as a place to choose! <http://www.fieldselection.co.uk/osr.html>

