



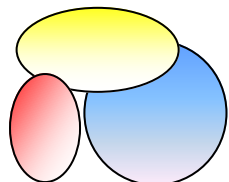
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Brissle Strutter

Newsletter of the LAA Bristol Strut

May 2019



Next Meeting — Brize Norton ATC

This month's meeting will be on **Tuesday 7th May**

Our guest speaker is Neil McDonald from RAF Brize Norton who will talk to us about Brize Norton Air Traffic Control.

A good opportunity to discuss the service available from Brize ATC.

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



FOR SALE

Hornet Moth Share.



Rare opportunity to buy a share in dH87B Hornet Moth G-ADNE 'Ariadne' based at Oaksey Park. One sixth share available at £12,000.

Further details from John McMillan telephone +44(0)7837 815 269 (GB) or email hornet-mothshare@gmail.com

Last Month's Speaker

Strut member Neville Parton told us the history of the Servicing Commandos of the RAF. Formed at the recommendation of Combined Forces commander Louis Mountbatten in 1942, they consisted of volunteer units of officers and men skilled in aircraft maintenance and airfield operation who also underwent commando training. Their role was to set up, operate and protect airstrips in support of advancing troops.

Neville provided us with rare film of training and operations.

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Contact Information

Strut Chairman:

Trevor Wilcock

01275 858337

E-mail:

tw@bristol-wing.co.uk

Treasurer/Membership Sec:

Steve Pemberton

01934 823938

e-mail:

stevepem@gmail.com

Newsletter Editor/distribution:

Mary Leader

01275 541572

e-mail: mary@bristol-wing.co.uk

Editorial address:

7 Cantell Grove

Stockwood, BRISTOL

BS14 8TP

Picture Quiz

Last month's picture quiz:

Alan George has sent in the following answer:

I recognise the picture quiz as nearly a Culver Cadet, designed by Al Mooney, that would normally have a tailwheel. However Wikipedia tells me it was developed into a radio controlled target drone for the US military with a nosewheel. The airplane in the picture looks like one of those converted back for human pilots.



Trevor's response is as follows:

Basically correct, though the aircraft was a new build redesign of the target drone rather than a conversion. The Pima Air & Space Museum has these details: The Helton Lark is the result of several brief attempts to turn the World War II era Culver PQ-8 target drone into a civilian sport plane. Despite the aircraft's good speed and handling the low payload of less than 600 pounds resulted in a very limited interest in the aircraft. The Lark Aviation Company in Tracy, California was the first to attempt to manufacture the aircraft. Beginning in 1961, two years of redesign and testing resulted in a modernized and improved aircraft with plywood covered wings in place of fabric, a fiberglass cowling, sliding canopy, and aerodynamic improvements. Production began and ended in 1963. In 1965, the Helton Aircraft Corporation of Mesa, Arizona acquired the rights to the Lark 95 and began production late in 1966. Production continued into the first part of 1967 when the last attempt at producing the Lark ended. There is one registered in the UK - G-LARK, naturally!

This month's picture quiz:

As well as the "heavy" stuff using Brize Norton, the aircraft shown operates from there. What is it and what is it used for?

(The challenge is—can you answer it without referring to Google!?)

Photo credit to *CambridgeBayWeather* under licence <https://creativecommons.org/licenses/by-sa/3.0/deed>.

Does anyone have photos of any unusual or interesting aircraft for others to identify?

Come on readers—help share the load of editing, I really could do with some new material to work with!!



Many apologies for the very bad photo editing, I haven't got Trevor's technique but had to erase the major clues! Mary

Where to go...

Free Landings May 2019 in:

Flyer - Easter, Fife, Henstridge, Kingsmuir, Netherthorpe, Yatesbury

Light Aviation – Leicester, Netherthorpe, Oaksey Park (not Sundays) Redhill 1/2 Price

The Jet Age Museum has a very impressive programme of talks and exhibitions, relating to **Women in Aviation, during the month of May**. Here's a link to their website for more information:

<https://jetagemuseum.org/women-in-aviation-may-2019/>

A NOTE FOR YOUR DIARY

Bristol Aero Club, with whom we share our meetings, are holding their **25th Anniversary Fly In at Gloucester Airport on Saturday 1st June**.

Free landings* (for donation to Fly2Help) with BBQ, Drinks, Cakes and fun. *Featuring BBMF Spitfire Flypast.*

*PPR mentioning Fly In on 01452 857700. Located at The Flying Shack. Drive in visitors welcome. Do get yourself there somehow to support our friends at BAC.

Splash-in, Wet Feet 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 had always loved flying. Ever since he was an ATC Air Cadet he had his eyes on the ticket that would take him to the dream job in the sky at the front end of a Boeing or Airbus, jetting through the stratosphere and leaving a contrail watched by his mates.

He started out at a flying club to earn his ticket the hard way: PPL, Assistant Instructor, you know the litany: pre-take-off VITAL ACTIONS; downwind BUMPF checks: Brakes OFF, Undercarriage DOWN; Mixture RICH; Pitch FINE, Fuel ON and sufficient to go round again; Hatches and Harness SECURE. It was in the blood. He must have had a following wind, because by dint of hard work and a bit of luck, he made the grade and arrived at a potential employer with a frozen ATPL/IR and a chance to progress. Which he did, from the right hand seat of an A320 eventually to the left.

All well and good until the next big birthday came along, by which time he felt the need for a bit of fun. So on the next layover in Ottawa he went and sought out a dH Beaver operator and celebrated by 'investing' (at least, that's what he told his wife) in a floatplane rating. He had something in mind...

Back home in Europe, he lost no time in seeking out a floatplane operator where he might keep his hand in, because flying off water has an added fun factor par excellence. With an ATPL/IR, a floatplane rating and some cash in the bank he had no trouble at all in linking up with a suitable small operator. In fact, given the shortage of pilots with the right combination of paperwork he was soon asked to lend a hand with the operational side of the business. Mega-fun, and be paid to do it!

Next year saw him invited to upgrade to an amphibious Turbo-Otter. Now that is a mighty and highly impressive beast. When the aircraft is on the ramp, the pax climb aboard and strap in. All secure and belts checked? Safety briefing ('lifejackets on') and the Pratt spools up with a gentle background whiff of Avtur. Brakes OFF, and the Turbo-Otter rolls gently off the hard and down the ramp into the lake, whereupon of course X selected wheels UP, retracted into the floats.

When not flying for his Number One day job employer, X loved the floatplane joyriding business. The punters didn't want to fly in dodgy weather, and nor did X; and nobody expected him to do so. Also, the job brought him into contact with the passengers. Everybody was relaxed and enjoyed the experience. No lugging baggage. No pressure, and a happy day out for all. Couldn't be better. A wonderful routine developed and X was as happy as a dog in a puddle.

Early next season, it was decided that the Turbo-Otter would attend a waterplane fly-in. The organisers wanted to be able to offer joyrides to the general public. It would make the event more attractive, and the TV cameras would be there. Could the Turbo-Otter make the trip and be based

at the lake for a week? Now this was a trip not to be missed, and X was delighted to be rostered for the job, all expenses paid.

It all happened as advertised. Being an amphib, the Turbo-Otter had no difficulty finding a route to the destination lake with suitable stopping places for Avtur. The only slight difficulty was that the landing site had no jet fuel. All the other aircraft attending were on Avgas or Mogas. Well, it couldn't be helped; the Otter would do half a dozen lifts with joyriders before heading for fuel at the nearest suitable airfield with fuel and a hard runway. That's what amphibians do. Hard runway: usual BUMPF drill.

Towards the end of the splash-in meeting the Turbo-Otter needed to reposition for fuel. X had been going up and down like a yo-yo for much of the day, when a message came from the Splash-In organisers: "We have sold another ten tickets; can you do another lift when you return with fuel?" Ever happy to oblige, X said yes.

Due to the local regulations, the fuel run was not to be with fare-paying passengers, so X asked the organisers if there were any of the volunteers who would like a free ride. "Anyone interested in a free ride along the coast to pick up fuel, and then return to the Splash-In?" In very few moments, all the passenger seats were taken and the Turbo-Otter was edging down the slipway. In the water, gear UP. Next, the (marine) Vital Actions: "Check the wind; check the wavelets; all clear above and behind; any boats or floating obstacles in the way?" No chance of that, because the Police launch out to one side was an adequate defence from wayward canoeists.

In seconds, the white Turbo-Otter was up on the step, leaving a photogenic trail of spray and wake for the TV cameras. Ten minutes later, X was downwind to land at the fuel stop. Downwind BUMPF checks, etc. On arrival at the pumps, there was a quick turn-round. The day was drawing to a close and X had agreed to one final lift of fare-paying passengers. Soon, they were off the runway and headed back to the lake, the TV cameras, public, the other amphibians and floatplanes. Once round the lake and X was cleared to land, so set up the Turbo-Otter for the usual approach. Habit kicked in: BUMPF; as he had done a thousand times before. Only this time, the Otter kissed the water and immediately turned summersault: head down, floats up, gear down. It was indeed, a splash-in to remember.

QUESTIONS:

What was X's first mistake?

What was his second mistake?

What was his third mistake?

CAA PUBLICATIONS

Summer 2019 English Channel airspace restrictions

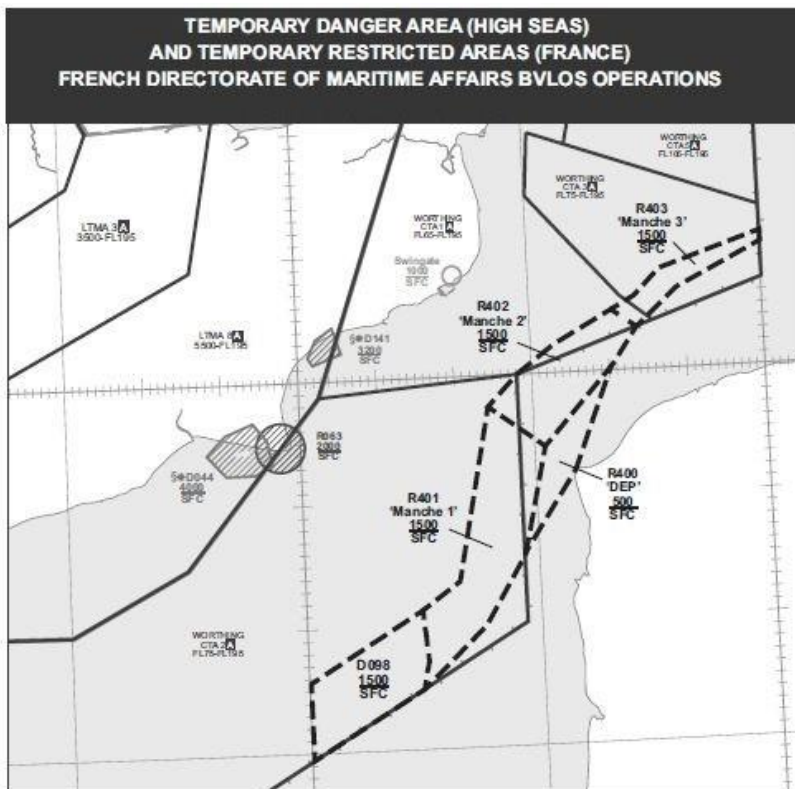
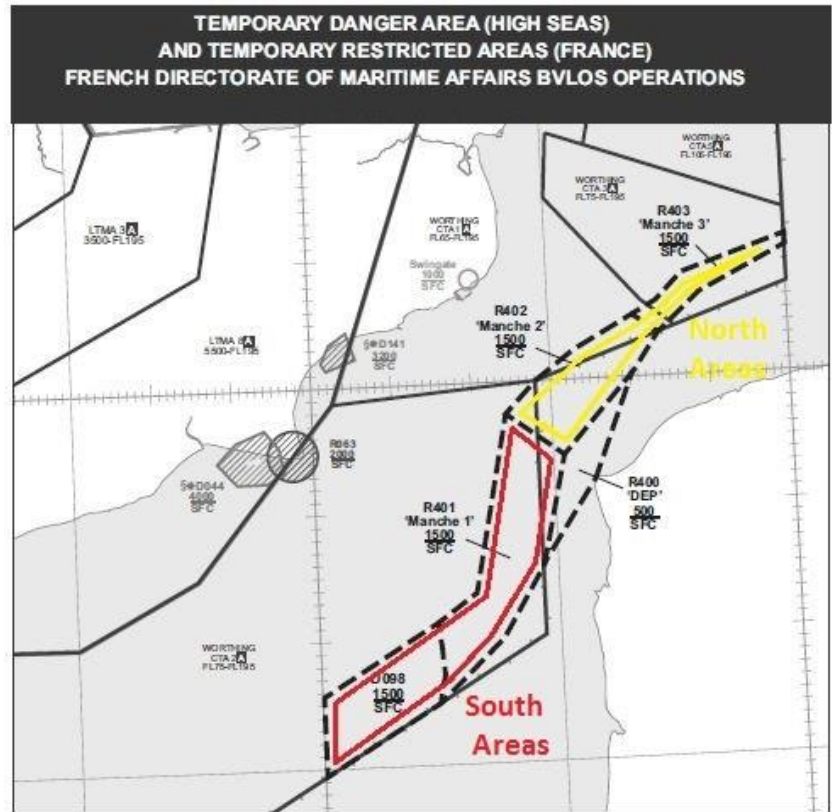
Between 2 May and 30 August 2019 a number of airspace restrictions and a temporary danger area will be put in place over the English Channel to accommodate a large Remotely Piloted Aircraft (RPA) conducting atmospheric research.

This summer (2 May to 30 August 2019) a number of airspace restrictions and a temporary danger area will be put in place over the English Channel to accommodate a large Remotely Piloted Aircraft (RPA) conducting atmospheric research.

The Skeldar V-200 RPA will be operated on behalf of the European Maritime Safety Agency to survey emission from ships passing through the English Channel. It will be accommodated in four areas of restricted airspace implemented by French law, as they fall within French territorial airspace, and a Temporary Danger Area, which lies within high seas airspace in the London flight information region.

Tom Gratton, Airspace Regulator for Unmanned Aircraft Systems at the UK Civil Aviation Authority said: "We have worked closely with our counterparts in France to follow the principles of the Flexible Use of Airspace and reduce the impact on VFR traffic by putting in place an airspace structure that allows the different restrictions to be turned off and on as they are used by the RPA."

The French Aeronautical Information Services will deactivate either the north region restrictions (R402 and R403) or south (R401 and EG D098) when not in use. This will allow lower than 1,500ft transits between the UK and France.



Pilots are reminded to brief thoroughly when crossing the English Channel and to familiarise themselves with both nations' NOTAMs and the French law associated with airspace restrictions.

For full details see the UK AIP SUP 016/2019 and the French AIP SUP 081/2019.

Please note, the French DGAC will submit another AIP SUP for the dates between 01 July and 30 August 2019.

CAA Updates

Frequency Monitoring Codes – Listening squawks

Who and what?

If you are operating close to controlled airspace and not requiring an Air Traffic Control (ATC) service you are always encouraged to monitor the relevant ATC frequency.

Rather than squawking 7000, you are encouraged to select a local Frequency Monitoring Code (FMC) or listening squawk of the nearest appropriate ATC Unit. You should already have Mode C selected, to indicate that you are monitoring (listening to) that unit's frequency.

Why?

Use of an FMC helps in preventing and mitigating the consequences of airspace infringements for both the pilot and ATC.

How?

By allowing the appropriate ATC Unit to be aware of aircraft that are on their frequency. This makes it easy and quick to contact the pilot of any aircraft that may be infringing (or are likely to infringe) controlled airspace.

This can help ATC to rapidly resolve an actual or potential infringement efficiently and before it becomes a more serious incident.

Tune in to the radar controller's radio frequency BEFORE selecting a listening squawk (otherwise you won't be listening)

Select the listening squawk, using ALT (Mode C) if you have it

Listen out for any transmissions with your callsign or position [*]

[* If both the aircraft and ATC unit are equipped with MODE S, the pilot will be issued a warning based on the aircraft's registration/callsign. If neither the ATC unit nor the aircraft are equipped with MODE S, the pilot will be issued with a warning based on the aircraft's position.]

Will I always be warned if I'm about to enter Controlled Airspace (CAS)?

Subject to workload, ATC will often endeavor to provide a timely warning. But there can be no guarantee that pilots will always be warned. Pilots remain responsible for their own navigation and in particular to only enter controlled airspace after obtaining a clearance to do so.

What's in it for me?

Use of an FMC

May provide an early indication of navigational error and prevent an inadvertent entry of CAS without a clearance.

Will enable ATC to resolve an infringement quickly and efficiently.

Is good airmanship.

It also means that should a pilot suffer an in-flight emergency that might need help from ATC, an appropriate local frequency is already selected on the radio, perhaps saving precious time in a difficult and stressful situation.

What if I don't have a transponder?

Pilots of non-transponder equipped aircraft are also encouraged to monitor the relevant ATC frequency. If a non-squawking aircraft is infringing or about to infringe, ATC will attempt to resolve the situation by making a 'blind transmission' with the aim of establishing two-way contact with the pilot.

Airspace and Safety Initiative have published the following documents. *Unfortunately It is not possible for us to insert the PDF into this newsletter but the links for you to download and then print off the cards are included below.* **These information cards are well worth keeping in your cockpit pocket for handy reference.**

Squawk and LARS cards to download

Listening squawks

[Download squawks A5 card \(April 2019\)](#)

A listening squawk enables an air traffic controller to alert a pilot if their aircraft looks likely to infringe – but only if they are sharing the same radio frequency.

Lower Airspace Radar Service

[Download LARS A5 card \(April 2019\)](#)

LARS provides one of three services for traffic outside controlled airspace:

- Basic Service
- Traffic Service
- De-confliction Service

LAA Struts & Clubs Seminar Trevor Wilcock

Your chairman attended a meeting at Turweston on 30 March; some brief notes are given below.

A good presentation was provided by Chief Exec Steve Slater on the present status and future plans.

LAA is healthy - the light GA community in general is declining at 10%pa - we are level, with the biggest fleet in the UK with 2700 aircraft on Permit and 1600 in build or restoration. £1.3M turnover.

Fees - no increase in 2019, and aiming for no increase in 2020. However HQ are taking on 2 new engineers for the growing workload. Considering an insurance built into membership fees for the legal costs of 3rd party risk - for example to cover onward sale of a homebuilt aircraft. Note - legal costs would be covered, not any claim, but at least it would allow a claim to be fought.

Needs identified from member survey: improved turnaround time on engineering (apart from permit renewals which are usually done within 24 hours and can be sent out by email); improved training in aircraft building, and in taking on a permit aircraft; more use of pilot coaching (interestingly about ¾ of those present had their biennial check rides done by flying club instructors rather than LAA coaches).

Wings Award - take-up has been quite light (eg only about 1/5 of the attendees!). Open to all, not just LAA members, and aimed at developing safer pilots and expanding experience. (Note: I or Ron Perry can sign off applications if provided with the evidence.) Note that Air Courtage, who have recently been publicising their aircraft insurance scheme - they insure the pilot rather than the aircraft - offer 25% reduction for holders of Gold Wings. They even offer 2% for attending a GASCO Safety Evening.

Brexit and flying in Europe - if/when we leave! Two aspects, pilot licences and aircraft. Holders of an ICAO-compliant licence - ie an old pre-JAR UK PPL or a UK-issued EASA licence - should be OK because they are ICAO-compliant. LAPL - UK are seeking an initial 1 year mutual recognition. NPPL - any recognition is already on a nation-to-nation basis, nothing to do with EASA or EU so should not change. Aircraft - present EASA aircraft should be OK because they will be ICAO-compliant national aircraft. Permit aircraft - their operation is covered by the European Civil Aviation Conference and again nothing to do with EASA or EU and hopefully existing agreements will be maintained. One wrinkle, the French always put everything in law and wording of the French law specifically covers permit aircraft from EU countries, Switzerland and Norway - so would need amending for a UK not in the EU.

Transponders - a reminder that it is now a legal requirement for a serviceable transponder to be ON - unless in an aircraft with limited battery life. Those who choose to switch off transponders (in the past, often flying instructors working near to Class D airspace) should be reminded that the CAA know which aircraft have transponders!

A legacy has been made to the LAA for use on aviation-related matters. Cases can be made to HQ (eg defibrillators on airfields)

Good news - the Youth Education Support Group (YES) has negotiated a discount with Pooleys. Entering the code YES gets you 5% off.

Good news for someone - the RAF Benevolent Fund are hunting for people they can help. Eg elderly ex national servicemen and their relatives could be eligible for support and might be unaware.

Since 1989 the FAI has sponsored the International Aviation Art Contest to challenge young people to illustrate the importance of aviation through art. Demonstrating the impact of aeronautics through an interactive, fun medium such as art motivates youth of all ages to become more familiar with aeronautics, engineering and science. This year the LAA is running the event for the UK.

Sad news: Chief Coach Jon Cooke has had to give up the role because of promotion to a senior captain position on Airbus A340

And some further sad news post the meeting: LAA Director Jez Cooke - who brought the TravelAir Mystery Ship to recent LAA rallies - has died from pancreatic cancer after a very short illness.

PILOT X ANSWERS

1. His first mistake was to agree to make a final lift, knowing that daylight might be running short.
2. His second mistake was to make haste with the fuel turnaround.
3. His third mistake was his failure to use a water-landing check list, but instead rely on memory.