

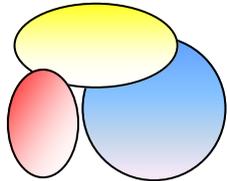


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# Brissle Strutter

Newsletter of the LAA Bristol Strut



October 2017

## NEXT MEETING — RIN Mark Batin

Our first talk of the season is on **Tuesday 3 October**, starting at **19:30 prompt**, on the subject of Navigation.

We know all about navigation, don't we? Well, perhaps not.

Our speaker is Mark Batin, an ex-RAF helicopter navigator, pilot of an EAA Biplane and a member of the Royal Institute of Navigation's General Aviation Navigation Group, who amongst many other activities organises the annual TopNav competition for GA pilots.

He will talk to us about both electronic navigation and visual navigation, a talk specifically for pilots. Come and hear it from an expert.

Yes, and 19:30 prompt because Mark comes from the Isle of Wight and plans to catch the last ferry home!

For directions to BAWA see our website [www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)



## FUTURE STRUT MEETINGS

**November 7th**—Darren Lewington—Operations Director for Gloucestershire Airport,  
The History of Gloucestershire Airport

**December 5th**—Quiz

## LAST MEETING— AGM

Our first meeting back after the summer break was our AGM .

We had a healthy turnout and proceeded through the business swiftly and efficiently. The minutes of that meeting are attached as a separate document (for members only).

We were very pleased to welcome two visitor (and potential new members?) Rick Lea and Adam Carter.

Because we had kept well to the Agenda there was plenty of time after the official meeting to chat and catch up on the summer's news.

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## PICTURE QUIZ

Last month's picture quiz generated two responses:

Then Phil Mathews said: *It's an Extra 400.*

But then Alan George wrote 'For the picture quiz I was going to say Extra EA 400 straight off the bat. But hang on—that fin looks too tall. So it's an Extra EA 500 and you don't see the giveaway turbine exhaust with a photo from the left hand side - clever. Once again 50% knowledge and 50% internet.'

So which is correct? Trevor says: *Alan is right - and I wasn't being clever, it was just a nice photo.*



This month's picture : Can you identify this aircraft sent to us by our Treasurer Steve Pemberton, taken at this year's Rally?



Thanks for sending in this picture Steve. It's good to get contributions from members. Does anyone else have any interesting photos for others to identify?

## MEMBER NEWS

We are delighted to announce that our member, **Pat Harrison**, has at last gained his PPL. Pat's journey to taking his final Skills Test has been thwarted with many problems including aircraft availability and the dreaded British weather. Congratulations Pat. Now you can at last really exercise your wings!

We're also pleased to hear that Pat and John Leather have sealed the deal on the purchase of RV12 G-RVIZ They will be hanging it at Clutton Hill. We wish them many happy and safe hours of flying, enjoying the freedom of owning an aircraft— the world is open to you.....

## LAA NEWS

The LAA have now announced that they would no longer like to receive cheques as their local branch has closed and they will have to post cheques to another branch, bringing inherent risk of loss and delay.

They'd like to encourage members to pay by other means, if possible. The alternative payment methods available via the [LAA website](#) are:

*Engineering services - permits/mods:* Via the [LAA Online Shop](#); *Membership renewals:* Via the [Members Area](#)  
*Bank transfer:* Details can be found under [Payment Methods](#); Or call HQ with your credit/debit card details.

Courses for the winter 2017/2018 season have now been announced. We hope to add a few more over the coming month. Full details of available courses and how to book can be found [here](#).

## THAT WORST DAY—ILLEGAL HIGHS by Graham Clark

*We are introducing a new section to the newsletter. Strut Member Graham Clark is the author of many of Flyer Magazine's safety article That Worst Day. Graham has kindly offered past articles for reproduction in our Strutter. These are reprinted by very kind permission from Flyer Magazine*

Pilot X had been flying for many a year. For him, the decision to go flying that morning with a long-time friend was akin to pulling on a well-worn pair of familiar shoes. You know the feeling: "I'm comfortable with that; been there; many times."

When the friend arrived at the airfield, he found Pilot X already seated at the controls of the flying group's C150 with the engine running; he was obviously keen to go. X shut down the engine and the friend, who was also a three-axis microlight pilot though inactive, opened the door and climbed in and sat on the right seat.

They both donned their seatbelts and got comfortable whereupon they shut the doors and X got out his checklist, ever the stickler for pre-flight care. The weather was good: cloud base forecast for 6,000 ft and CAVOK. No other member of the Group wanted the aircraft today, so they were free to pick their route and destination.

Both X and his passenger loved the mountains, so with the weather forecast fine with excellent visibility and only a light breeze over the airfield, there was little chance of serious downdraught and curl-over on the lee side of the hills, a risk with which X was thoroughly familiar. He had done many joyrides like this over the years and thought he knew the regional terrain like the back of his hand.

They were soon airborne from runway 23 of the valley airfield, but needed to gain a bit of height in order to make the magic getaway, so X began a long lazy 270° climbing left turn overhead the airfield and pointed the Cessna northwest towards the general direction of the beautiful 4,000 ft mountain which was also popular with climbers. Given the forecast cloud base, X told his friend they would fly over the mountain, clearing it by about 300 ft and give the climbers a wave as they went by: "I'm glad I don't have to puff and pant my way up those bloody hills to enjoy the view", he thought.

Onwards and upwards: the Cessna continued its gentle ascent with the Lycoming O-320-A3B emitting its reassuring steady grunt. The north-east wind was a bit stronger at height but steady. On reaching the south-facing slopes of foothills prior to the summit that was the objective, X altered course to approach the slopes at a shallow angle, and the Cessna continued its steady rise above the woods towards a col that was close to the target viewpoint.

The mountaintop hove into view; X and his passenger waved to the climbers and walkers. Near the top of the slopes, the passenger switched his view from side-down to forwards and suddenly exclaimed to X that the Cessna was now very low: "We should climb!" At once X gave full power and eased back on the control horn. But it was too late. The Cessna brushed the treetops in a semi-

stalled attitude and swung 90° left, dropping to the ground at the base of a tall fir tree.

The passenger had sustained only a couple of minor cuts and was able to undo his belt and open the door. X was slumped over the controls apparently unconscious, so the passenger got out at once and went round to the other side to try and release X, whose seat anchorage had failed, leaving his ample body still strapped to the seat and slumped over the panel with X immovable.

The passenger was unable to reach the seatbelt buckle and returned to his own side to do so. However as he reached inside, smoke appeared from behind the panel and seconds later the fire started, defeating his efforts to free X. The aircraft burned out and the subsequent post mortem found that X had died from asphyxiation.

The nearby climbers had heard the sudden increase in engine noise seconds before the very audible crash. One climber instantly alerted the emergency services and then raced to the accident site to assist, but in the face of the fire was unable to extract X. The passenger suffered no serious injury.

There was of course an aftermath in the course of which the investigators searched through the usual evidence and facts relating to aircraft maintenance, pilot licence, possible mechanical failure, the weather and so forth. When they got to X's medical records, that from his AME threw up nothing unusual: but further digging with his GP threw up the information that X had been receiving treatment for a metastatic tumour, in other words cancer; and he had not given this information to his AME. The post mortem blood tests came out zero for alcohol, but positive for opioid medication.

The JAA Manual of Civil Aviation Medicine says: "Opioid and non-opioid (e.g. nefopam) analgesics which act upon the central nervous system are strictly incompatible with flying status." These drugs act on the central nervous system, the part of our body that co-ordinates, regulates and controls just about everything we do, waking or sleeping.

### QUESTIONS:

- 1: *What was X's first and gravest mistake?*
- 2: *Why did the Cessna not gain sufficient height to clear the col?*
- 3: *Why did X fail to reveal his condition to his AME?*

(Answers at the end of the newsletter)

## SCOUT FLYING AT GLOSTER

Earlier this month, G-DENS went up to Croft Farm to help the Gloster Strut fly local Scouts at their annual camp, an event that has been running for about 15 years. The flying aspects were organised by David Joyce, several times a speaker at our Strut.

The Bristol TAF was not altogether promising - 0906/1006 26008KT 9999 SCT020 TEMPO 0906/0918 7000 SHRA BKN012 PROB30 TEMPO 0910/0916 4000 +SHRA BECMG 0913/0916 29015G25KT BECMG 0916/0919 30007KT - but accurate! There were showers, one or two heavy, but the redeeming feature was excellent visibility away from the showers, which were easy to spot and avoid, and not too much turbulence.

The Scouts had plotted a 26nm triangle of Croft - Ledbury - S edge of Worcester - Croft, a scenic view of both sides of the Malverns, but showers forced some diversions from that route. Fortunately only one shower - definitely in the +SHRA category - reached the airfield, coinciding with the lunch break, excellent catering being provided by a local Explorer Scout troop.

With 10 aircraft present, the full complement of 32 Scouts were flown, along with the Explorers, Scout Leaders and others. The enthusiasm of Scouts for their first flight in a light aircraft made this a very rewarding experience for the participating pilots.



Alma



Ollie

Feedback has been received as follows:

Robyn's parents wrote:

*What an amazing experience! It's incredible the opportunities offered to young people in this area and so many of those are through scouting. I'm so grateful for all your hard work and enthusiasm. Robyn has been so full of the weekend. And even impressed her uncle who is a pilot!!*

Also Ben C, Randwick Scout said:

*The weekend I went to the Aviation Camp with Scouts, it was a very enjoyable experience. The best bit was probably flying the plane. I was a little nervous on take-off and when I got to fly it; but it was brilliant! The other thing we did was listen to talks about the weather and aeroplanes which were very interesting.*



Robyn

