



December Newsletter 2024

Welcome

Welcome to the December newsletter. In this month's newsletter...

We kick off with an announcement from the CAA regarding the Manchester Low-Level Route.

We have another story from Lawrence, our Membership Secretary, who tells us about a visit he made to a helicopter museum in Weston Super Mare.

Clive rose is back with his Rubber Side Down regular contribution with his own unique take on all things gyro from an instructors point of view. This month he reminds us about doing a refresher with your instructor on unusual attitudes in light of the recent AAIB report on the gyro crash in Scotland.

Finally, we have a few last minute gyro relates Christmas present ideas. Maybe tell your partner if they're struggling to think of anything other than socks.

All that remains is to wish you all a happy Christmas and a fabulous New Year. We'll see you all back here in January.

If you have any interesting gyro related stories, or photos, that you're happy for us to use in the newsletter, then please email them into me.

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Amendments to the Manchester Low-Level Route (MLLR)

This is an announcement from the CAA...

We are pleased to inform you that the UK Civil Aviation Authority (CAA) has approved the proposed amendments to the Manchester Low-Level Route (MLLR). This decision follows a comprehensive engagement process with stakeholders and airspace users, and the changes will take effect from 20 February 2025.

What's Changing?

The MLLR will cease to exist and the airspace will be reclassified and replaced by a Class G airspace Restricted Area (RA) to be known as EGR323 North West Transit Corridor, designed to improve safety and efficiency for general aviation while maintaining essential access for airspace users. The key amendments include:

- Reclassifying the current MLLR airspace from Class D to Class G uncontrolled airspace.
- A Restricted Area will be introduced to regulate aircraft speed and weight, as well as a visibility and QNH setting requirement, ensuring safer transit.
- The maximum altitude within the North West Transit Corridor will be raised to 1500 feet AMSL, an increase of 200 feet from the previous limit.
- The airspace will be widened by 0.65 nautical miles along its eastern boundary, enhancing access and safety for users.

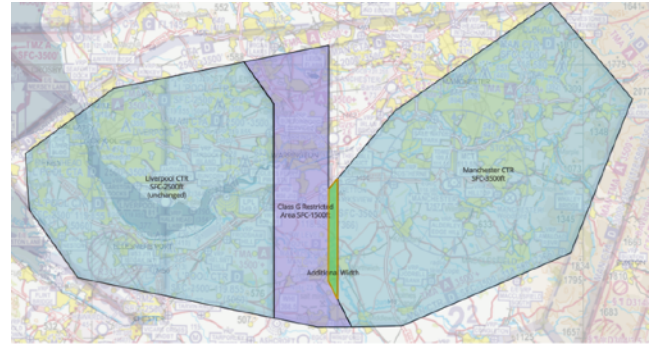


Chart depicting the new North West Transit Corridor with the additional width identified in green

These changes are designed to mitigate risks identified in our review, including the potential for mid-air collisions and challenges with safe emergency landings. By simplifying airspace management and introducing these new measures, we aim to ensure safer, more efficient operations for general aviation traffic in the North West.

Next Steps

In the months leading up to the implementation of the North West Transit Corridor, we will undertake extensive education and outreach efforts to ensure airspace users are fully informed of the new procedures and requirements.

With the implementation of the North West Transit Corridor on 20 February 2025, the current exemption that enables this airspace to work, Official Record Series 4 (ORS4) No.1596, will also expire.

If you have any questions regarding these changes or would like to discuss how they might affect your operations, please do not hesitate to reach out. We are committed to working closely with all stakeholders to support this transition.

For more information, visit the [UK Civil Aviation Authority's website](https://www.caa.co.uk) or contact us directly at airspace.classification@caa.co.uk.

Thank you for your ongoing engagement and support in this important process.

Airspace Classification team
UK Civil Aviation Authority

Helicopter Museum Visit

By Lawrence Spiller, BRA Membership Secretary

Heading home up the M5 with my wife we considered where we might stop for lunch. I took a punt and suggested the Helicopter Museum! I checked and it was only three miles of fast roads from Junction 21. It is a place I always thought I should visit but also believed it would have little for the gyro enthusiast so considered it was not worth a long trip. My wife agreed to go there! The lunch was OK. The museum admission was £9/head but there were lots of active volunteers and the place had a buzz I had not expected. A very good start was finding a Campbell Cricket as the window exhibit in the restaurant.



Campbell Cricket displayed in window

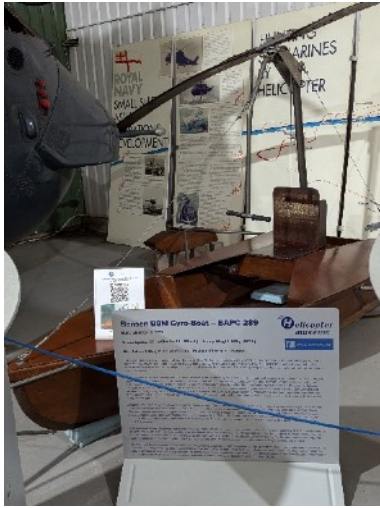
G-AXRA was built in 1970 and only flew twice before being crashed and never flown again. Only 33 crickets were built between 1969 and

1971, initially at Hungerford and then Membury Airfield. This one was donated to the museum in 2013 by Chris Attwood Codd and was restored by a team of volunteers. Peter Lovegrove and Don Campbell licensed the 1956 Benson B-8M design of which 16 were initially assembled in the UK for customers, The Cricket evolved from this with major changes being the more powerful 75hp Volkswagen engine, the cowling and a bigger fin. Further into the museum I learned that the American Benson B-8 gyroglider was inspired by the British Hafner Rotachute developed in Manchester but abandoned during WW2. I have previously seen a Rotachute at the Museum of Army Flying in Middle Wallop and thought it was a bit nuts. It was good that Igor Benson saw its civilian potential. The Helicopter Museum has a Benson B-8M, G-BIGP, powered by a McCulloch 2-stroke engine first registered in 1971. The Benson B-8M Gyroboat, built in Scotland was an interesting surprise.

The Cricket was revived in kit form by Peter Lovegrove in 1991 with 21 kits being sold.



Benson B-8M



Benson B-8M Gyroboat

The story of the early gyroplane development by Juan de la Cierva is told with models as is that of the Gyrodine but my focus was on the smaller stuff.

There is another Campbell, G-AXVM, nicely presented as Little Nellie 2 complete with rocket pods. It was formerly owned by Dave Organ, once chairman of the BRA and author of "An Introduction to Ultralight Gyroplanes". David enhanced the engine and achieved over 500 hours flight time with it. Originally it had been purchased from new by the SAS and assessed for covert operations so it seems fitting. There is a quarter-scale MTO Sport in the museum and I wonder if the SAS would prefer that?



Campbell, G-AXVM, nicely presented as Little Nellie 2

Totally new to me was the American Air and Space 18A, G-BVWL, registered in 1966 which looks like an early attempt to build a Callidus but falling well short in performance, and the Barnet J4B Gyrocopter, G-BWCW, built in Chandlers Ford from an American kit, this model was used to set the US Coast-to-Coast record in 1989.



American Air and Space 18A, G-BVWL



Barnet J4B Gyrocopter, G-BWCW

There was also a 1970 McCulloch J2 Autogyro, G-ORVB, which was developed by a Serbian

immigrant to the USA, Drago Jovanovich. I liked the twin-boom tail.



McCulloch J2 Autogyro, G-ORVB

Most amazing was the autogyro design used to claim the prize for the first manpowered flight. The Watkinson CG-4 Cyclogyroplane in 1962. He had some success but ultimately this, like other innovations on display at the museum, ended with the natural death of the entrepreneur whilst awaiting permissions from the CAA.



Watkinson CG-4 Cyclogyroplane

Oh yes. There were also a lot of helicopters at the museum; some were very big, even awesome. The Helicopter Museum is recommended and highly worth a visit.

Rubber side down

By Clive Rose, BRA Safety And Training

The AAIB has released its findings into a fatal accident in Scotland 4 years ago. Like many other pilots, I've read it, digested it and woken up on several occasions in the middle of the night having relived one of many scenarios the pilot may have experienced.

We can't know for sure what caused the crash. The AAIB has had the unenviable task of literally piecing together the aircraft, the weather, the data and opinion from different sources to recreate a timeline and flight profile to explain what may have happened.

Ignoring any speculation, the bottom line is that an inexperienced pilot got into a situation which put himself and his aircraft in peril and neither survived. There's a spotlight on the Gyro community now which only clear heads and safe flying will diminish.

This year's weather has made inexperienced pilots of us all. When blue skies do return, let's do ourselves a favour and treat our aircraft, our airspace and the weather with the respect they deserve. Do a quick refresh with an instructor. If you're on speaking/drinking terms it's not going to cost you an arm and a leg and if it saves you a conversation with your insurer, we'll all be better off.

Importantly, don't wait until the end of your second year to ask your instructor for an Unusual Attitudes refresher. The lesson is called Recognising and Recovering from-. Recognise what constitutes an Unusual Attitude and you should be able to avoid it before it happens. All part of thinking ahead of the aircraft to mitigate risk.

Even experienced pilots make mistakes. I know this to be true! The only statistic that should

concern any of us over the next few weeks is how many pigs-in-blankets we can get on our plate.

Wishing you and your families a wonderful Christmas and a very happy New Year! Rubber Side Down, obv!

Lat minute gyro related Christmas present ideas

Corgi Little Nellie

Available from [Amazon](#)



A fabulous Corgi model of this iconic gyro.

LEGO Ultralight Helicopter

Available from [Amazon](#)



With its pusher prop, it looks more like a gyro than a helicopter, but we thought it worth an inclusion.

First Gyro

Available from [Amazon](#)



Norman Surplus recalls his nine-year pioneering journey to live 'beyond cancer' and achieve the first circumnavigation of the world in an open-cockpit gyroplane. An epic true story of solo flight over 27,000 miles through 32 countries.

Pilot Keyring

Available from [Pooleys](#)



There's plenty of these around with various text, and these are a little more affordable than the previous suggestions.

Upcoming events:

You can find the BRA calendar which details all our events, and many others you might be interested on our website. You can find in in the [Events](#) section of our website. Click on the Events Calendar button.

If you have any events you'd like added to our calendar, then please feel free to send an email to: events@britishrotorcraftassociation.co.uk

Keep checking back as we'll soon be adding new official BRA events for 2025!

Deenethorpe Fly-In And Camp

April 5 - 6

Fly-in and camp at this gyro friendly airfield with a huge runway. Toilets and cafe on site. The BRA sponsored event for members is Free. As many circuits as you like and camping are all free. Mogas is available in 20ltr cans at cost. We will also have exclusive use of the Marquee. Great venue and plenty of time to get it in your diary.



For Sale:

Got a gyro to sell? Or maybe a gyro related item? You can contact the newsletter editor, and they will publish your advert for one issue in the BRA newsletter: ed@britishrotorcraftassociation.co.uk