

<http://www.easa.eu.int/essi/egast/> as this has some interesting information.

EGAST and EASA have produced a European Safety document which lists all the known accidents and their causes. A comment on the report is on the EGAST website and the full report can be found at <https://easa.europa.eu/communications/general-publications.php>.

EGAST has also produced a couple of very good leaflets and they are so impressed by the UK CAA Safety Sense Leaflets that they have a link to them on their website.

### GASCo

Although the last meeting was a board meeting, there were a couple of interesting items to report.

Those operating 'N' registered aircraft in the UK will in future have their inspections and paperwork completed by the CAA and the documentation then transmitted to the FAA. This is the same but the other way round for 'G' registered aircraft operated in the USA.

GASCo has a letter of agreement to work more closely with the FAA Safety Team (FAAST). It will be interesting to see what results come from this cooperation.

As many of you will have noticed in the latest edition of Flight Safety, the previous GASILs have been printed as a pull out centre section. This is to provide a hard copy to those people who don't like using a computer to read these documents and has a side effect of assisting with the financing of Flight Safety. I should put in a plug here for all of you to subscribe to Flight Safety yourselves, there is an application form in the magazine and on the website, as it helps to support GA safety in the UK.

A report on the efficacy of the new Safety Evenings run by GASCos Regional Safety Officers (RSOs) has been submitted to the CAA. Generally, the new method of presenting has been received very well by most pilots. This should provide funding from the CAA for even more and better evenings in 2012.

Meetings are held on the 2nd Wednesday of each month at the Foxcombe Lodge Hotel, Boars Hill, Oxford, OX1 5DP. Tel: 01865 326326; [www.foxcombelodge.com](http://www.foxcombelodge.com)  
LAA Oxford Branch website: [www.laaoxford.co.uk](http://www.laaoxford.co.uk); LAA [www.lightaircraftassociation.co.uk](http://www.lightaircraftassociation.co.uk)

One final bit of news; watch out for "Space Weather" next year. This is the expected major Sun-spot activity that could affect GPS and other navigational devices!

### Narrow Boat Excursion Cancelled

Your committee tries to produce a varied and interesting programme of events and speakers throughout the year and we thought a trip along the canals might be fun. The planning for this does however require a commitment from you, the members very early in the season in order to book the boat. Final numbers could only be verified a short time ago and unfortunately too late to confirm booking a boat.

If members are still interested, we will try to run this event next year; maybe you need to get your name down now to ensure you are not disappointed. See Dave Brooks tonight to register your interest.

### Places to go & things to do

13<sup>th</sup> - 14<sup>th</sup> August - White Waltham Wings, Wheels, Speed and Steam Retrofestival.

21st August - Popham Megameet and vintage aircraft fly-in.

21st August - Fly to the Past; Oxford Airport

**TBC - Dinner, Oxford Greyhound Track.**

**See Colin Hughes to book (£25 per seat)**

2, 3 & 4<sup>th</sup> Sept - LAA Rally & AGM (3<sup>rd</sup>), Sywell

20<sup>th</sup> Sept - Raes Oxford Tiltrotor Aircraft.

Oxford Science Park OX4 4GA

**14<sup>th</sup> Sept - LAA Oxford Branch meeting**

18<sup>th</sup> September - Turweston Wings & Wheels

8<sup>th</sup> or 9<sup>th</sup> October - VAC Sackville Farm BBQ

**12<sup>th</sup> Oct - Lord Robin Rotherwick**

26 - 27<sup>th</sup> November - Flying Show, NEC

**9<sup>th</sup> Nov - Highs & Lows of aviation; P Smoothy**

**14<sup>th</sup> Dec - Quiz night**

### Committee

Chairman - Pete Smoothy

Vice Chairman - Rob Stobo

Secretary - Barbara Rose

[Barbara.Rose1@hotmail.co.uk](mailto:Barbara.Rose1@hotmail.co.uk)

Treasurer - David Brooks

Evening Events - John Bean

Social Events - Colin Hughes

Safety Officer, NC Rep, Newsletter editor

& web moderator - John Broad

[john.broad85@talktalk.net](mailto:john.broad85@talktalk.net)



Light Aircraft Association

# Oxford Newsletter August 2011

## July 2011 meeting report

### Branch BBQ

With some half decent weather for a change this year, the BBQ should have been a very sociable evening for all the members and the friends. This is the time of holidays though and so the numbers were down considerably compared to previous years. This didn't dampen the spirits of those who did partake although launching the food at 19:30 hours caught some people out who thought it would start at 20:00.

Whilst most were chatting, some were watching for the food to be ready and as has become the norm for this event, the first in the queue was Dick Tolley. In the photograph below Dick is commenting that he expects his photograph to be in the next newsletter; and he's right!

We had some new faces along for the

evening including Andrew and Caroline Haines, Colin Thomas and Andy Roberts.

The VAC members will know Colin from the days of events at Finmere and maybe his job in the Fire Service. We hope they all enjoyed the occasion and will try to attend future events put on by the Branch. I couldn't help noticing that as the evening went on, the ladies all congregated together to discuss, their interests whilst the chaps all stood around talking about engineering issues until the coffee arrived.

The staff at the Foxcombe Lodge Hotel did a great job keeping everyone well fed with burgers, sausages, salad, chips and other fine food. The evening proved a great success and those who couldn't attend missed an excellent social evening.

The committee must pass on our thanks to all the staff at the Hotel for their hard work in ensuring the event was relaxed and efficiently managed.





A couple more photographs from the BBQ.



### **New CEO for the LAA**

Peter Harvey announced that he would be resigning the CEO job in late September this year. The board put into action a process of due diligence in advertising his replacement, whittled down the list of applicants and interviewed them to produce a likely candidate. The press release issued on the 27<sup>th</sup> July confirmed that Richard Dunevein-Gordon has accepted the offer of the CEO job. He has had a long career in the RAF as a Wing Commander in the logistics Branch with extensive experience in engineering and airworthiness, which should prove useful to the LAA. With his flying experiences in gliding, parachuting,

SLMG and as a tug pilot, he brings a wealth of knowledge in our kind of aircraft. He said *"I'm excited about my new career with the LAA, working with the staff and volunteers to steer the Association's important work through the challenges that lie ahead. I look forward to meeting as many of the Association's members as I can, starting at the Annual Rally at Sywell this year"*.

### **LAA AGM 3<sup>rd</sup> September**

LAA members will have noted the date and the time of 15:00 hours for the AGM, which this year will take place at the Annual Rally. Members should note that as this is the AGM of the LAA Ltd, only those members who have taken up the free option of becoming a shareholder will be able to vote. If you have not done so, you can register online by visiting the LAA website. There will be one new board member, Graham Newby elected at the AGM. He will be elected unopposed as I will be standing down as a board member at this time. My job dealing with safety matters will be taken on by Mike Barnard and my attendance at the various safety meetings will be taken over by other board members. It is important that you try to attend this AGM to ensure you know what has been, and is planned for the future of your Association.

### **Olympic Airspace News**

After many negotiations since the original announcement on the 7<sup>th</sup> March by the DfT, there has now been some relaxation of the requirements. I, along with representatives from other GA organisations, have spent considerable time and effort in producing the survey showing the damaging effects of the original Zone and delivering the results to the CAA. I must thank all those who completed the survey as the CAA commented at both the GASCo board and the CAA ACEP meetings that without these figures they would have found it difficult to put forward any case for relaxing the measures. Whilst we have not achieved all we would have hoped for, the relaxation and other processes now in place are at least

workable to most. Rather than try to reiterate all the new measures, it is better for you to read them for yourself at: <http://olympics.airspacesafety.com/> and to view this website on a regular basis as details may still change.

I will copy the introduction though: *"The UK Government has indicated that airspace restrictions will be placed around all Games venues. The major restrictions will be centred on London and the Olympic Park and will run from 14 July 2012 to 15 August 2012. A smaller set of airspace restrictions will then be put in place for the London 2012 Paralympic Games from 16 August 2012 to 12 September 2012. All are implemented by the Government through its paramount objective to deliver a safe and secure Games. Airspace restrictions around other Games venues will only be in place for the duration of the event at each venue, in line with those used for major sporting events. Extra security restrictions may be placed on flights at any time"*.

The Statutory Instrument (SI) will be passed by Parliament later this year which will make the measures law.

There has already been a training session at Swanwick on the specially allocated area of 14 work stations for the 60 military and civilian controllers to learn and resolve issues that may arise. A further exercise is planned for later this year when as many pilots as possible will be asked to file flight plans under the AFPEX or AFTN systems to check out the system viability. These flight plans need not necessarily be flown and the exercise will go ahead even if it is un-flyable weather. This "File a Flight Plan Day" will be heavily advertised once a date has been agreed.

Before you can file a flight plan under AFPEX you will need to register, if you haven't done so already. If you wish to take part in the special flight plan day or think you may wish to fly in the RZ next year, it is recommended that you register as soon as possible to prevent a 'log jam' just before the Olympic event.

A warning to any Anarchists out there who think they will just ignore the restrictions and fly anyway, remember that one of the

effects of your actions might be the imposition of a total ban on GA in the area for the duration of the RZ! This apart from the very serious repercussions to yourself and the aircraft that may occur.

Foreign pilots, whether based in the UK or overseas, will be able to use the AFTN system to file their flight plans. The Olympic Airspace Restrictions will also be translated and promulgated into all the European States.

To assist with navigation there will be a special edition of the Olympic Airspace Restrictions issued on a 1:500,000 chart and all the GPS providers will be provided with the data to use in their equipment. This will of course include the AWARE and the Skydemonlight planning programme.

For those who have commented on the potential problem of D138 still being active by Southend, it has been pointed out to the CAA and they are trying to get it closed down for the period but it is under a Qinet-iQ contract that may be difficult / expensive to stop.

A major education effort will be put into place from the beginning of next year to ensure all pilots know of the restrictions and comply with them.

### **EGAST**

For those who love acronyms, this one stands for the European General Aviation Safety Team and is based in Cologne.

EGAST is part of a series of "teams" trying to improve safety in aviation and includes EHASt (Helicopters) and ECAST (Commercial). I attended one of the first meetings a few years ago where the structure was set up. There are a few high level members representing each country as a 'core team' and then a lower tier of operational personnel within each country. The first task has been to assimilate accident data, which has proved extremely difficult. In countries such as France, GA is taken as a sport and so accidents are accepted as part of the game. In the UK we have legally reportable accidents making our data very comprehensive. Other countries have sketchy information on both fatal and injury incidents but not complete. I recommend you have a look at the EGAST website at