

Olympics RIN presentation

A free briefing day is planned for the 10th March at the Royal Geographical Society in conjunction with RIN, the ASI and the CAA to help pilots prepare for the Olympic Airspace Restrictions.

This will cover how to use Atlas Control who will provide the service in R112, as the zone is now called. The options available for flight planning to get access to R112, how airfields can apply for and use exemptions and the interception procedures planned to be used by MoD aircraft.

There will also be a workshop on navigation techniques focusing on VFR navigation, staying on track and integrating satellite based systems with traditional navigation methods.

The event opens at 11:00 with presentations from 13:00 to 16:30.

It is hoped to have trade stands where pilots will be able to buy the new March 2012 UK 1:500000 chart for southern England, which will come with a second free chart showing the Olympic airspace.

The venue has a capacity of 750 and pre-registration is required on a first come first served basis. To register, e-mail your full name to olympics@rin.org.uk. All bookings will be confirmed.

CAA Warning of the dangers of carrying Lithium batteries!

A number of incidents have occurred where lithium batteries are believed to have started fires on aircraft. This type of battery can be found in such items as MP3 players, digital cameras, electronic readers, camcorders and laptop computers. Last month a mobile 'phone caught fire on a Boeing 747 inbound to Heathrow after being crushed by a seat as a passenger reclined. The fire was extinguished by the cabin crew but how would you deal with a similar situation in the confines of a small GA aircraft? Did you know lithium batteries are not permitted in air mail, even when installed in a piece of equipment. They are not permitted at all by Royal Mail!

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
LAA Oxford Branch website: www.laaoxford.co.uk; LAA www.lightaircraftassociation.co.uk

Places to go & things to do

21st Jan - VAC Snowball Rally, Sywell

8th Feb - LAA Oxford Branch 40th Ann

12th Feb - VAC Valentine Rally, Old Sarum

10th Mar - VAC Annual Dinner, Bicester

14th Mar - LAA Oxford Branch

17th Mar - HAA Flying Forum, Old Warden

25th Mar - VAC Spring Rally, Turweston

11th Apr - LAA Oxford Branch

14th Apr - VAC Daffodil Rally, Fenland

9th May - LAA Oxford Branch

19th May - US Classics Rally, Badminton

9 & 10th June - LAA 65th anniversary, Duxford & St Omer

9 & 10th Jun - Air Britain, North Weald

13th Jun - LAA Oxford Branch

16 & 17th Jun - Vintage Parasols, Bicester
30 Jun & 1 Jul - VAC Int Fly in, Bembridge

11th Jul - LAA Oxford Branch

8th Aug - LAA Oxford Branch

18 & 19th Aug - Sywell Airshow

31 Aug to 2 Sep - LAA Rally, Sywell

9th Sep - Turweston Wings & Wheels (TBC)

12th Sep - LAA Oxford Branch

10th Oct - LAA Oxford Branch

13th Oct - VAC AGM & Members flyin, venue to be confirmed

28th Oct - VAC All Hallows, Leicester

14th Nov - LAA Oxford Branch

LAA Educational Trust Dates

To ensure you keep up to date with the courses available, monitor the website at: <http://www.lightaircraftassociation.co.uk/>

Aluminium - 18th & 19th February 2012

Avionics - 10th Dec & 18th Feb

Propellers - 14th January 2012

Jabiru engines - 3rd Dec & 28th Jan

Committee

Chairman - Pete Smoothy

Vice Chairman - Rob Stobo

Secretary - Barbara Rose
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



Light Aircraft Association

Oxford

40th Anniversary year

Newsletter January

2012

December meeting report

The night of the long awaited quiz night for branch members, wives, girlfriends or anyone else who might be able to answer the questions.

The quiz questions were set and presented by Barbara Rose on general knowledge and Ian Melville on aviation, with one question on each set alternatively. To make sure that the teams were randomly selected the system of taking a piece of paper with a team number on it prevented people trying to gather a winning group although we suspect this was abused by some members. With such a variety of subjects in the questions though, I doubt this made any difference to the final scores though.

Four teams set to answering ten questions per round and the scores were collected between each round to either raise enthusiasm or shame others into trying harder. How the question masters manage to find some of the questions shows dedication but trying to answer them can be really trying as often you know you know the answer but the recall system in the brain just won't retrieve it.

I was on team 4 and looking back at our score sheet shows just how much knowledge each person has locked away to enable answers to be found. Some members will know about pop stars or children's authors which other members don't have the slightest clue about. The aviation questions rely on the team members either guessing by a process of intellectual deduction or just not having a clue. Guessing the year something happened is very difficult and so annoying when your answer is just a couple of years out, but that's the game. It all makes for a fun evening with the usual banter about how close an answer is to being acceptable or trying to argue with those who set the question.

I'll leave you to decide whether the Giant

Squid has the largest eyes in the animal kingdom as that one really got a buzz of conversation. Oh, and for those who hadn't heard of a Shturmovik Ilyushin IL-2 you can see and hear in Russian the report of the renovated aircraft's first flight at http://www.youtube.com/watch?feature=player_embedded&v=jphYnNJQAnw. And for those who might have known, this is the DH Vampire that was going to be



called the "Spider Crab".

Barbara presented the team members with the highest scores a small, but useful prize of an insulated travel mug. Modesty should prevent me from mentioning that team 4 won, but it was only due to the excellence of my fellow team members.

The wish to everyone for a Happy New Year I can reiterate here from all the committee and we must thank our questionnaires, Barbara and Ian, for setting another excellent evenings entertainment.

Next LAA National Council Meeting

I was going to ask members for their input to the next meeting that was planned for the 28th January but I have just received a notification that it has been cancelled. 'Club Governance' was to have been discussed but the new NC chairman has indicated that further progress is required before presenting it to the Council.

History of the Oxford Branch

A couple of meetings ago, Barbara Rose, the Branch secretary, arrived with the original register book of the PFA Oxford Strut. I thought you might find some of the information contained in this of interest.

The first formal meeting of the "Strut" was held on the 9th February 1972 at the Plough in Witney, which makes this the Branches 40th Anniversary year!

At this first meeting 20 members attended and I note such luminaries as David Faulkner-Bryant and our own Robert Stobo amongst them. David Faulkner-Bryant being one of the founders of the Popular Flying Association of course. There is a short handwritten report on this meeting which I will reproduce here:

"The meeting was opened by David Faulkner-Bryant giving us an interesting and amusing talk on the general idea and running of a Strut. It was generally agreed that a 'levy' be made at each meeting of 25p per family and the profits be held to finance a future event. Jeff then gave out the notices & asked for ideas from members. The meeting then broke up into general conversation and closed around 11-00 pm."

This means that Rob Stobo is one of the founding members of what has now become an LAA Branch.

The following month the Strut met at the same location of the Plough in Witney on the 9th March where 15 members attended. In this listing is the name of Ted Lay, another existing Branch member and still keen on DH Tiger Moths as he was in those days.

The register has a column of the name, another for the address and a third for "Project". The projects listing makes very historic reading as it includes A Jodel D119, a Taylor Titch, Taylor Monoplane, undefined Typsy, something called a 'Cavalier' and Ted's Tiger Group (R.F.G.). There are also two people building Gyrocopters and it would be interesting to know how these progressed. I do remember Allen Clewley but didn't know he was building a Luton Major at the time. There are a couple of Evans VP-1's with one wag putting down

under the projects heading that he has a VP-1 and wife!

The report for that meeting says:

"This months meeting was held on an informal basis, giving everyone an opportunity to talk to each other. We were very pleased to welcome Peter Wood who brought with him his 'Cavalier' plans, which seemed to interest quite a number of people."

By the 12th April meeting the number of attendees dropped to 12 but amusingly, Allen Clewley has put in brackets after his Luton Major project the word "slowly"; a normal state for many builders I would have thought. The report shows that a speaker, Mr Stewart-Wood gave a talk for an hour and a half on his life in aviation. He started with the Witney Flying Club, whatever happened to them I wonder; probably lost the airfield, a story repeated even today. Mr Stewart-Wood flew during the war and had great success after the war in air racing, winning the Kings Cup.

The recurring issue of membership recruitment was being tackled as the "local paper" intended to do a 'piece' on the Strut. Judging by the attendance register for the subsequent meeting this may have had some success as five new members attended..

The 10th May meeting had 16 members in attendance according to the register. The report amusingly starts by saying that *"Although we were unable to have a speaker this month, nobody seemed at a loss for something to say!"* Our good friend Ted Lay did bring along *"many aircraft relics which he has collected"* and *"Allen Clewley arrived with parts of his tail-plane which drew a lot of interest"*. A suggestion was made to offer a cup or trophy to the member who completed theirs first. Whether this happened I do not know but I can check with Rob Stobo at the next meeting.



Human Factors Seminar Oxford Airport 2011;12;13

This seminar was organised by GASCo and held at the Oxford Aviation Academy under the generic title of "Human Factors and Decision Making" and proved to be very interesting. After the normal introductions the recently appointed head of Human Factors for the CAA, Jim Reed gave an overview of this important subject. As Jim pointed out there are many definitions but in simple terms it is anything that affects human performance. Statistically, 75% of all safety related incidents can be attributed to human performance at some point. As aviators everyone has a collective responsibility for safety. Jim is working on a draft document that will encompass human factors in aviation across all aspects and it is planned to publish this in the first half of 2012. EASA are also looking forward to reading this document. Although many pilots do attend the safety events, the message needs to be spread to those who don't. Pilots need to make decisions taking into account our own human factors, working with the providers of the various traffic systems and knowing a bit about some of the potential failings.

The second session on looking at ourselves presented by Michael Benson, a GASCo Regional Safety Officer, is brilliant and if you wish to see this for yourself I recommend you attend one of the GASCo Safety Evenings. He makes everyone very aware of the way we all think and behave with both advantages and disadvantages. As he points out, although we all go through the training to fly, the real issues only start when we become stressed. Being aware of our behaviour can help us make the right decisions when necessary.

There are five drivers: 'Be perfect', 'Hurry Up', 'Please People', 'Be Strong' and 'Try Hard'. You need to attend the presentation to understand both what your own personality is and what the dangers and advantages are of that particular trait.

A psychologist, Nikki Heath then gave a very technical presentation how the mind works. She focused on Sports psychology as this is very close to the way pilots

operate under pressure. Within the rather short session she attempted to provide the audience with some examples of how to improve performance.

During the afternoon sessions Dr Matt Ebbatson of Cranfield University covered Decision Making and Nigel Breyley, from the CAA Flight Standards presented Risk Assessment and Personal Safety Management.

Dr Ebbatson included a piece of research on when to decide to turn back during a flight due to the weather deteriorating. The problem of making a decision as we are flying is nowhere as easy as when we are sitting quietly in a chair by the TV. A flight simulated route from Cranfield to Halton was presented to a sample of 80 pilots, including radio chatter, with the pilot deciding when to abort the flight. The pilots were given an incentive of £5 if they made it to Halton or if they turned back within the time a panel of experts had determined would be sensible to turn back. There was no chance of really getting to Halton as the video always crashed! The pilots were also given a couple of potentially useful acronyms to see if they would help. Most people found the acronym impractical to remember. The majority of people made the decision to divert far too late. The slow change had led them into danger.

He also covered 'confirmation bias', which if you haven't heard of this you do need to understand it as this is one of the reasons why pilots get lost and infringe CAS.

Nigel Breyley made the comment that he is not a pilot but has flown more hours in dangerous situations caused by pilots than most of the audience! An interesting point regarding the way that flying is getting more and more computer controlled and should therefore become safer is not proved in real life. The more complicated a machine becomes the more chance there is for it to fail. He ran through the normal risk assessment process of Hazard identification, the probability, the severity, the mitigation and reviewing the actual after the event.

The seminar proved just how difficult flying as a human is!