

Aeronca Chief all the way from Wales. A



long way to go home against that wind!



A Belgian contingent had also flown in an OV10 Bronco as well as the SkyVan that operates from Weston-on-the-Green dropping parachutists. There were lots of other machines to view from the barrier.



Whoops, wrong kind of Messerschmidt but in very good condition.

Altogether an excellent days entertainment.

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

## Photographs

When we have an organised event and some of you take photographs, can you send me a copy to add to the website please? I will be expecting a good report from one of you who attends the BBQ and Fly-in this coming Saturday at Enstone, it should be an excellent day

## Obituary

**Henk Altmann:** It is with great sadness that I have to report the passing of our friend and fellow member. Henk passed away a couple of weeks ago from cancer. Henk was a part owner of G-BEGG, a Scheibe Superfalke motor glider, and was a valued member of our group. His contribution at our meetings will be sorely missed. Our thoughts and condolences go to his wife Carol at this very sad time.

## Places to go & things to do

- 14<sup>th</sup> May – Branch BBQ & Fly-in, Enstone
- TBA June – Dinner, Oxford Greyhound Track
- 5<sup>th</sup> June – Bold Eagles, Hinton in Hedges
- 8<sup>th</sup> June – Rob Millinship, flying stories
- 18<sup>th</sup> June - LAA Party in the Park, Old Warden
- 26<sup>th</sup> June - VAC / LAA Vintage home built aircraft Rally at Leicester Airport.
- 13<sup>th</sup> July – LAA Oxford Branch BBQ
- 10<sup>th</sup> August - Irv Lee, Fly-on-Track
- 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> September - LAA Rally, Sywell
- 11<sup>th</sup> Sept – Narrow Boat Jolly, See D Brooks
- 18<sup>th</sup> September - Turweston Wings & Wheels
- 26 - 27<sup>th</sup> November - Flying Show, NEC

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



Light Aircraft Association

# Oxford

# Newsletter May 2011

## April 2011 meeting report

Well, that proved that obtaining a good speaker brings everyone out as with no speaker the meeting was definitely down on numbers.

This meant that the "Parish Notices" kind of drifted into the time for the buffet. I trust those who were there found my explanations of the Olympic Airspace Restrictions of equal interest and annoyance in equal measure.

The current progress, if that is the right word, is that the DfT in conjunction with the main GA organisations is in the process of compiling figures of both number of aircraft affected and the potential cost to GA of the proposals. These figures will be forwarded to the Home Office for further discussion and hopefully a bit of common sense.

Attempts to discuss the issues of potential infringements with the Airspace Infringement Working Group were denied as they have stated how it is going to be. A similar attempt to discuss the problems of publicising the restrictions at the CAA "ACEP" meeting when discussions are still taking place to finalise them was also denied! So much for consultations!

Since then London Oxford Airport, Manston and Southend have started to propose their own versions of Controlled Air Space (Temporary) (CAS(T)). If Oxford got the plan they are suggesting it would effectively cut off any flights south this side of Lyneham. The RATs for the other Olympic sites are expected this week, which will prove interesting. The expected large RAT for the sailing at Weymouth may also stay in position for the duration of the Olympics and could prevent any flights to the Isle of Wight. Remember that we have until October to try to get some sense into the measures as that will be when they become law.

The debate during the evening also included an explanation of the problems with flying third party passengers at an LAA organised event. Some LAA members consider this to be an insurance issue, which is only partly true. The problem is the link between any accident that may occur at an LAA organised event, and that includes the branches, and the LAA Ltd. If the case is proven it could bankrupt the LAA. There have been discussions about the details of the aircraft and the pilots who fly people at these events but it has been recognised that these issues are only details in the overall problem. All LAA members are asked to consider the issues and to put forward any suggestions on how we can continue to fly these third party passengers, which are usually YA events.

## LAA CEO Peter Harvey is moving on

The Light Aircraft Association (LAA) has announced that their CEO Peter Harvey has decided to leave the Association to pursue his career elsewhere and has tendered his resignation. The Chairman and Vice-Chairmen have reluctantly accepted his decision and will now begin the search for candidates for the position. Peter has been with LAA since 2008 and has helped in the transition from PFA to LAA. Roger Hopkinson, LAA Chairman added "We wish Peter well in his new endeavour and thank him for his work in helping us move LAA forward. Work is now in progress to find a suitable replacement".



Applicants for this high profile position which is a unique opportunity to play a major role in the future of recreational aviation should refer to the LAA website in due course.

## **Branch Skittles Night**

This took place at the Red Lion, Islip on the 30<sup>th</sup> April. With 14 eager players, our master of ceremony Colin Hughes soon organised them into team 'A' and 'B'. Unlike the precision of 10 pin bowling, this alley had the much more traditional bottle shaped wooden 9 pins and three much smaller balls of around four inches in diameter. It was also soon noticed that no matter how good you thought you were, the combination of the rather uneven surface of the bowling floor and the bowlers aim meant the ball went its own way rather than your planned way; that's my excuse anyway!

The players soon found that with some great accuracy they could succeed in getting the balls to slide between the pins, missing all of them completely. This accurate bowling was only sustained for all three balls by our chairman; most only managed to get the balls between the pins a couple of times. No-one managed to get all nine pins down in spite of some supposed experts amongst both teams, the highest score being eight.

Colin tried to influence Maureen by standing in line with the pins and suggesting she aim at him - she missed both him and the pins! Team 'B' eventually won but it was very close (not really, we in the 'A' team were soundly beaten).

After the bowling a fine dinner was served. Many taking the opportunity to try the 'Hot Rock' method of cooking. Your chosen meat was placed on a square rock of rock about an inch thick and delivered at a temperature of some 400 degrees. By cutting the meat into either bite sized pieces or into strips, you could cook it to your own taste. The Wild Boar proved very tasty for me, served with new potatoes and a salad. To follow this were a couple of large cakes with fruit in; so good that with seconds they were soon demolished. For those more adventurous the pub has various other unusual creatures on the menu.

We must thank Colin and Maureen for organising this excellent evening and I will certainly look forward to a repeat soon.

## **SkyDemon Light**

For those who are using the new 'SkyDemon Light' and wish to plan a route with different heights between sectors, this can easily be accomplished by just double clicking on the leg you wish to change. You can then scroll up or down to the new height in the window provided. You may also find the scrolling table at the bottom left useful as it shows the terrain height as you slide your mouse along the intended route. If you pay a small subscription for the full SkyDemon, you will find extra features to help with your flight planning such as a graphical section of the heights of the terrain on your intended trip. Altogether another success from Jonathan Smith of NATS.

### **After the Articles, the Rules**

The message from the CEO I have copied below:

"As you will be aware, we've been reviewing our liabilities, responsibilities, paperwork and processes and have been working to update the LAA Rules as part of this process. Proposed Rules are up to V4, on which we welcome your feedback (Contact me if you wish to see a copy - Ed). These should be considered together with the Articles. The current Rules are available from the LAA website at:

<http://www.lightaircraftassociation.co.uk/2010/LAA%20Home%20Page/LAA%20Rules%202009%20updated%20version%202%20Dec%2009.pdf>

The Articles are available at:

<http://www.lightaircraftassociation.co.uk/2010/LAA%20Home%20Page/Resurrection/Articles%202009.pdf>

The Rules V4 draft proposal incorporates the feedback from a review group of interested parties from the struts and board. After a suitable period to allow for feedback from the wider membership, it is anticipated the Board will ratify an update to the Rules which will then come into force. There are no plans to update, or propose any changes to the Articles (which would require vote at a General Meeting).

Yet to come are the Regulations (covering operations) which should partner the Rules.

We're actively working on this, collecting the elements from all over - strut handbook, strut safety guidelines, coaches manual, training manual, LAA instructor and examiner guidance, inspectors, engineering, etc, etc. Your feedback will be needed on this since when compiled, since it covers LAA operations.

We anticipate a similar process for the Regulations and will circulate a draft for comment in due course.

We look forward to your constructive feedback.

Peter Harvey, Chief Executive"

**And after the Rules will come "Charters"**. The LAA has learnt a lot from the various sessions of litigation over the last couple of years and one of these lessons is that the documentation for builders, owners, inspectors and flight testers is woefully inadequate. A team have been working on these, plus all the engineering documents, to produce a set of more definitive ones which will ensure that everyone fully understands their position. The Charters will be signed by both parties and in this way all will know the limitations. One of the most important is the owners charter, especially when an aircraft that someone has built is sold on. The new owner will be under no illusions as to what they are buying and that they are the only ones responsible for the airworthiness of that aircraft; the previous owner or builder has no further responsibilities. These will be the foundations for a new way forward for the LAA and will prevent many of the current attempts at litigation.

### **Abingdon Air & County Show**

Those who visited this very well organised and interesting show will remember the day for two main reasons, the strong and gusty wind and the appearance of the Avro Vulcan. At least it didn't rain! A disappointment was the correct decision of the BBMF not to try to take off from Bournemouth as the cross wind was beyond their limits.

Some fine flying by the Swift glider and the Silence Twisters showed what could be done in expert hands. Some more unusual and some fine looking machines graced the



parking area and the skies. Seeing a Bucker Jungmann and Jungmeister together along with a Messerschmitt 108 made a fine trio. A North American Harvard always looks big compared to such machines as the DH Chipmunk but this one was dwarfed by a massive T28 Trojan - or more correctly a Fenec as it was French. I love to see the Percival Pembroke and the Piston Provost, but that's because I'm of that era.



Out in the public area were dozens of examples of the MG mark along with some very fine vintage and classic cars and motorcycles. A line up of military vehicles, complete with owners dressed for the parts and lots of other commercial vehicles to interest every taste. The arena had Morris Dancers performing the time I walked around and I noticed the Town Crier, mainly from his bell and costume, as he made announcements - VERY LOUDLY.

In the GA park our own Ted Lay had flown in a Tiger Moth and there was another Moth alongside plus a Stampe. A few Cessnas, a Mooney and my friend Alan Crutcher in his