

sent his Human Factors show. You really need to go to one of the Safety Evenings to get the full effect of this as it certainly makes you think. The opportunity to visit the Fire & Rescue crews and the Control tower made the day very interesting and enjoyable. Whilst up the tower a number of the civilian passenger aircraft types departed emphasising the variety of aircraft now using the aerodrome. Down in the radar room it was impressive to see the detail available to the controllers.

A very informative day and our thanks must go to Mike Ahmed and all the personnel at Brize for their excellent organisation.

VAC Sackville Farm BBQ



The UK has had a couple of excellent flying weekends in October, unfortunately they were each side of the date chosen for the BBQ. In spite of this some 20 or so people and 6 aircraft turned out to enjoy some superb food cooked to perfection by Tim Wilkinson and the team.

VAC AGM - Old Warden

Apart from having the title 'AGM', in the past the event at the Littlebury Hotel has not been well attended. Moving the date back from November and using the facilities at Old Warden proved a success as pilots were able to fly in and enjoy a talk and tour of the collection. I have now resigned as chairman, my place being taken by Steve Slater. I will remain on the committee to represent the VAC at all those meetings! The VAC has also remained a Ltd Co and signed the LAA Club Charter to continue the close link with the LAA and to have insurance cover for it's events. The rest of the committee were voted back en-block.

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

Benson's new stub!

For those who don't know, Benson will have a southern stub to its MATZ which comes into force on the 17th November. This came as a bit of a surprise to most as it didn't appear in the normal consultations. The Benson to London Olympic restriction zone gap will be very congested during the period of the games and pilots will need to keep a very good lookout if flying through this airspace. This danger area has been recognised by NATS and the CAA.

Places to go & things to do

15th November - RAeS Oxford Branch talk on the latest Airship developments. Begbroke

21st November - RAeS, London Conference on Light Aircraft Design - methods and tools. Reduced fee for LAA members.

26 - 27th November - Flying Show, NEC. Use the reduced entrance ticket in LA magazine.

13th December - MKAS talk on DH Comet Racer restoration - Milton Keynes.

14th Dec - LAA Oxford Branch Quiz night; bring family members or friends.

LAA Educational Trust Dates

To ensure you keep up to date with the courses available, monitor the website at: http://www.lightaircraftassociation.co.uk/2011/Courses/courses_2011.html

Wooden Aircraft Structures are fully booked but put your name down for the next one run by our friend Dudley Pattison.

Electrics course - 14th January 2012

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

October meeting report

Without a speaker planned for the evening the opportunity was taken to discuss the revised rules of the LAA and the LAA Club Charter.

The revised rules have been accepted by the National Council. When the PFA became the LAA a new set of Articles and Memorandum were written that encompassed much of the earlier documents but also enshrined many of the old Rules of the PFA. This left the Rules in need of realigning where rules had been transferred to the articles plus some needed bringing up to date with the requirements of today's litigious society.

The most obvious changes are to the wording of a "Strut" as being a "semi-autonomous organisation"; a situation that is not possible to be covered by the LAA. Whilst the term "Strut", or any other name the groups wished to call themselves, is not changed, for the purposes of the Rules they will all come under the term "Clubs" as a generic name. This will include the previous type clubs, squadrons, branches, etc.

At the last National Council meeting on the 24th September, the wording of the Club Charter was being questioned by some council members. Whilst it was agreed that the wording could be changed in the future if found to be necessary, the document as it is has been approved by the LAA legal team. The recommendation from the NC is for "Clubs" to sign up as being "in" the LAA. Obviously those who do not wish to sign it can remain "out" of the LAA but must recognise that they will have to find their own insurance cover for their activities and events and the organisers of these.

The only other requirement the Oxford Branch will need is a recognised constitution, which has been drafted by your committee and will be ratified at the next meeting of the committee. This document

just formalises the way we have been operating so far and specifies the minimum committee members required.

All the officials of the Branch will need to be LAA members and they will have to take up the share option.

Whilst discussing this point, may I ask that all Branch members who are LAA members also take up the share option as soon as possible please; it doesn't cost anything.

The Charter also requires all those who are part of any organising body for any events must also be LAA members. This is important as otherwise the LAA would be trying to provide insurance cover for what are to all intents and purposes members of the public.

The LAA Oxford Branch will have signed the Charter before the next meeting.

En-route IR and PPL IR

EASA have been discussing the practicalities for a reduced level of knowledge for PPLs to be able to operate in IMC under the meetings of FCL 008. Their deliberations, which included representation from the UK GA community, have now been issued as a consultation document NPA 2011-16 for an en-route IR (EIR) and a PPL IR.

A presentation was given by David Earle, PPLIR at the recent GASCo meeting where he tried to explain the logic of the proposals. My interpretation of the proposals is that the en-route IR only legalises the common current European VFR on top and the statement that climbing and descending through cloud has not created any problems is naïve in the extreme. I got the impression that the impressive safety record of the UK IMC was ignored in preference to this EIR. The requirement for pilots to file a flight plan stating where they will join and leave an airway to return to VFR and not be able to accept SIDs or STARs is a serious failing, especially in the UK. The ATC representa-

tive at the GASCo meeting said that ATC would prefer pilots to use the facilities of the STARs and SIDs rather than have to deal with a non standard approach or departure. No consideration seemed to have been made for the UKs complicated and congested airspace or weather conditions. The PPL IR is now called a Competence Based IR (CBM IR) and has the same flight test requirements as the current full IR but with reduced theoretical knowledge. It is thought that the flying skills required to fly in IMC should not be reduced. The LAA submitted a response that the cost of the CBM IR will still be vastly more than the FAA IR for no obvious improvement in safety. In fact, by removing the IMC rating more pilots will be less able to cope with IMC in the future as the take up of the expensive, albeit reduced theory, CBM IR will put future pilots into weather conditions they are not trained to fly in.

Whilst the EIR may prove popular with EU pilots and could be a stepping stone to a full IR, it is unlikely to be as useful to UK pilots. ATCOs have already stated that they would prefer pilots to either be VFR or IFR but not something in between.

If this ruling is passed we may also have the oddity in the UK where Annex II aircraft operated on a national PPL could still use the UK IMC rating.

Holders of an IMC are expected to be able to transfer their experience towards the EIR or the full IR. I recommend you to view the EASA NPA and make your comments known.

UK Border Force Presentation

Colin Hughes attended the UK Border Force presentation at Swindon, held by Andy Gibbs, he's the chap (with the pony tail) who gave a talk to the Oxford Branch a couple of years back, and it was the same presentation except for the name change. He is now part of "Heathrow Small Ports Team". The main change is he would like us to send the GAR to HeathrowSmallPorts@homeoffice.gsi.gov.uk as well as the normal ncu@hmrc.gsi.gov.uk when flying back into the UK.

Hinton/Turweston come under the mid-lands group, but Finmere is in the Heathrow group. He's going to mail Colin all the info, which he will forward to the members. Report from Colin Hughes

Infringed?

What actions should you take to prevent the situation from getting any worse? The Airspace Safety Initiative (ASI) is compiling a reference flyer which I have cribbed the following from:

Make sure you're transponder is on and set to ALT.

Seek help, either from the unit you are speaking to or from the Distress and Diversion cell on 121.5.

Don't take drastic action to try and avoid detection. Coordinate your actions with ATC to leave controlled airspace - the controller may already be diverting other aircraft around you.

Non radio? leave controlled airspace in the quickest but safest manner without making significant changes in altitude.

After landing - let others learn from your experience with the NATS feedback process. If you have made a genuine mistake and you follow these suggestions then the chance of your infringement ending up as a prosecution are significantly reduced.

Whilst infringement numbers are reducing there have still been over 600 infringements this year with 2 earlier in the year that were of high risk of collision. This is in spite of the Aware Box and the introduction of SkyDemon Light!

Airspace Infringement Working Group

These meetings are run by the CAA with representation from all the GA community plus ATCOs, the military and others affected by the problem. The most recent meeting recognised the importance of Human Factors and included a presentation by Jim Reed, CAA Human Factors Manager.

Although the highest number of infringements are attributed to GA; around 74% so far, it is not the aircraft that infringes but the pilot controlling the machine. These pilots have skills ranging from students to high hours GA but will also include commercial and military pilots flying for fun on

their time off. It is obvious therefore that infringing CAS is not one of the type of aircraft but the attitude of the pilot. The message is being continually sent out in magazines, at GASCo Safety Evenings, talks at clubs, etc but there are still those who think it will not happen to them.

A presentation was also made by an ATCO from Birmingham Airport as they are seeing an increase in infringements of their CAS. The main problem is the lack of clarity of the half million chart to the southeast where pilots miss the fact that the base of the airspace is only 1500 feet. They have even had GA aircraft flying over airliners that were on approach to Birmingham!

Good flight planning is one answer plus good navigation and height keeping is the other.

Brize Norton Safety Day - 29th Oct

With the closure of Lyneham, this event provided Brize with the opportunity to inform local pilots about the changes to the airspace and the increase in traffic to Brize.

The aerodrome is a Military Diversion Airfield. It is important for pilots to know that the aerodrome movements have increased considerably with the closure of Lyneham and will increase further in the future. As an idea of numbers, the movements in August were 1700 and in September were 3420. As Oxford Airport increases commercial and business aircraft numbers, the airspace between the two aerodromes will become even more congested, especially when Oxford is operating from runway 19. Fairford can also create issues when they are active. Note that Brize will not be re-equipping with Mode S radar until 2014. Brize is a tri-service site with more than 5000 personnel. Last year they handled 185,949 passengers and 26,978 tonnes of freight and these numbers are expected to increase dramatically. Operations at the base include air to air refuelling, repatriation flights - when the airspace is closed, the RAF Falcons are based there, considerable helicopter activity, civilian charter flights including the largest heavy transport aircraft types. Over the last year they had more than 65,000 radar movements and

the ATC is operational 24 hours a day. They have had a number of infringements of the airspace, 46 this year. and some airproxes. The main thing is to talk to Brize, not necessarily for control but just to let them know who and where you are, especially if overflying. A LARS Service is available from 9 to 5 and 7 days a week. Although pilots can obtain permission to cross the zone at any points, it does make life easier for the controllers if the standard routes shown on the Brize website are used. Aircraft without transponders should use the VRPs to assist with clearances. Permission will not be granted to cross if a repatriation flight is inbound and these aircraft will be provided with a 5 mile separation and to 8,000 feet. Pilots should also be aware that the zone will be extended during the period of the RIAT but this will have been NOTAM'd.

The second session was presented by Jonathan Smith from NATS on the Olympic Airspace Restrictions, which all pilots need to be aware of. It should be noted that local NOTAMs are not expected for the tour of the Olympic Torch as it progresses around the country although a few site specific ones may be put in place for major events. The relaxation for non transponder aircraft to be able to gain entry to the restricted zone by flying in formation with an aircraft that does have the equipment has raised issues about formation flying. In 'formation' will be taken as within a mile of the lead aircraft and at the same height and these aircraft will be shown on the flight plan. The area will be under "Atlas Control" at Swanwick where some 50 military controllers will operate from 14 consoles specifically allocated to this job. The zone will be divided into Atlas South on 123.225 and Atlas North on 132.8; callsign 'Atlas Control'. Small deviations from your flight plan may be allowed for eventualities such as weather but it is essential to tell Atlas Control. Emergencies will be passed to D&D. Return flights can be included on the flight plan as long as it is the same day. For full information you should keep up to date on the ASI Olympic website.

After an excellent lunch, Mike Benson one of the GASCo Regional Safety Officers pre-