

Historic Aircraft Association Symposium

Tickets are now on sale for the 2011 HAA symposium to be held at the RAF museum, Hendon on Saturday 22nd October. The theme is "Historic Jets - 70 years of the jet age". This year's speakers will celebrate the birth of the jet age. They are headed by Captain Eric "Winkle" Brown, CBE DSC AFC, who will be joined by Ian Whittle, the son of jet engine pioneer Sir Frank Whittle and by Ray Fowkes, who in the early 1940s became an apprentice to Sir Frank Whittle as he developed the first jet engines. Captain Terence Henderson who flew both the de Havilland Comet, the world's first jet airliner to enter service and the supersonic Concorde. Aviator and writer Nigel Walpole will tell the story of the Hawker Hunter and Supermarine Swift, to explain why one became a 1950s icon and the other became shrouded in obscurity.

For further information and to book tickets for the day-long event, which includes buffet lunch and access to the RAF Museum, please log on to the HAA website www.haa-uk.aero.

Olympics 2012

I have reported to you about the file a flight plan day that was scheduled for September; well it was cancelled!

A unique, one-day event in November aims to get as many GA pilots as possible thinking about flight planning, ahead of next year's London 2012 Olympics. Any pilots wishing to fly through the Restricted Zone, being put in place over the capital and surrounding areas during the Games, will need to file an accepted flight plan with air traffic controllers before they can take to the skies. File a Flight Plan Day, being organised by the Airspace & Safety Initiative (ASI), will take place between 10:00 and 15:00 on Saturday 12 November 2011. GA pilots are encouraged to file a test flight plan to familiarise themselves with the process and learn what they need to do

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

next year to continue flying during the Olympics with the minimum of disruption. Pilots who already have an AFPEX account should log on through a specially created website www.olympicflightplantrial.co.uk, alternatively, pilots can use AFTN. Pilots who are not yet registered on AFPEX are advised to sign up as soon as possible.

The plan should be similar to one that a pilot intends to fly during the Olympics, but as this is only a test, they do not actually have to fly the route on File a Flight Plan Day! To avoid disruption to the 'live' flight planning system, and therefore the safety of real operations, participants are required to carefully follow several steps to clearly indicate their plan is actually a test. These can be found in the guidance at: <http://olympics.airspacesafety.com/download>. More information on File a Flight Plan Day can be found at <http://olympics.airspacesafety.com/download>.

There is a sweetener though as the CAA is offering free a detailed chart of the Olympic restricted airspace to anyone purchasing a 1:500,000 VFR South East England chart, due out on the 8th March 2012. This will be jointly funded by the CAA, NATS & DfT.

Places to go & things to do

15th October - VAC AGM, Shuttleworth. Includes speaker and tours of the collection.

22nd October - HAA Symposium, RAF Museum

30th October - VAC All Hallows flyin, Leicester. Dress suitably for this ghostly event!

26 - 27th November - Flying Show, NEC

9th Nov - Highs & Lows of aviation; P Smoothy

14th Dec - Quiz night

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
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Oxford

Newsletter
October
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September meeting report

Without a speaker planned for the evening we took the opportunity 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.

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 take up the share option as soon as possible please.

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 be signing the Charter at the next meeting.

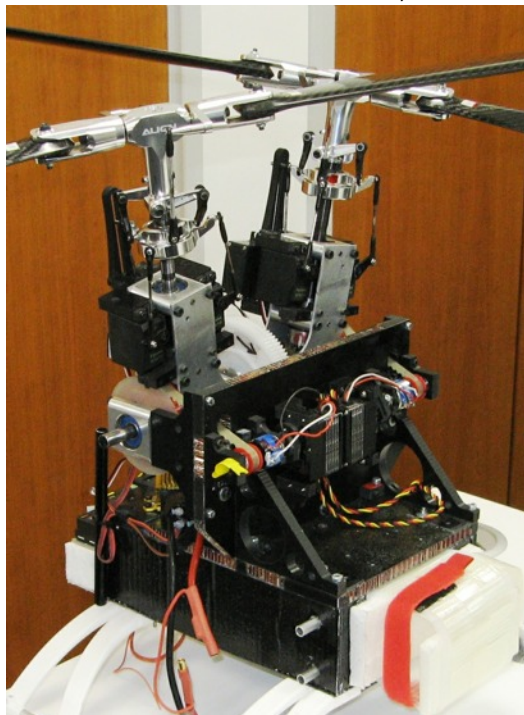
Tiltrotor

The last Raes Oxford Branch lecture on the 20th September was given by Bob Burrage on Tiltrotor aircraft from an inventor's view. Bob told the story of how the ideas for this type of aircraft started way back in the 1920's, were developed in the 1950's and



evolved into the current V22 Osprey and AW 609 machines. The US Marine Corps version, the MV-22, led to his own research into an aircraft that could support these aircraft during a mission. He recognised that these machines can take off and land vertically like a helicopter but have the advantage to be able to transit to the

mission very much quicker leaving them vulnerable. He has designed his own support aircraft using the same principles but in a size suitable as a fighter or ground support machine. The aircraft has twin rotors that can rotate rearwards to provide thrust to the small, fighter aircraft. In order to prove the principle he has designed and constructed a tenth scale model, which he



brought to the lecture. The model is to test the principle of the aircraft in helicopter mode at first. He has taken on a world champion model helicopter pilot to carry out this testing and had a video to prove it works. The model will then be added to the body and tested to prove the transition to forward flight.

This aircraft rotates its blades in the reverse direction to the Osprey and will transition by moving one of the intersecting rotors backwards leaving the other to provide lift and forward motion. As the aircraft gains speed and the wings take over the second rotor will fold back to join the first. This means that the rotors will have to go from thrust downwards and transition into

reverse pitch as they move rearwards. It works on the model surprisingly well.

Bob has been in discussions with the US military on this project and I'm sure we all wish him well with the development.

The Vulcan Story

The talk organised by the MGB Register on Thursday the 6th October at the Amey Theatre, Abingdon School on the history of the Vulcan proved very well attended and very interesting. Dr Robert Plemming first set the scene with the development history of the Vulcan, its operational capabilities, retirement and disposal. He then spoke about the saving of XH558 and the challenge to keep it flying.

The second part of the talk was by Martin Withers, the chief pilot of XH558 and the pilot of this aircraft when it flew on operation Black Buck 1 to bomb the Port Stanley runway during the Falklands war. His descriptions of operating the aircraft and the story of the Black Buck 1 mission kept everyone enthralled. His description of the plans required to refuel the Vulcan on that mission by all the 17 Victor tankers available in the UK is a logistics story in itself. The added tension of the Vulcan using more fuel than expected showed just how close a call that bombing mission was.

I must just pass on one little quip he quoted. One of the high ranking officers involved in the Falklands War was walking along one of the streets in London when he came across a beggar with a notice in front of him. This stated that he was a veteran of the Falklands, which upset the officer considerably as he couldn't believe a soldier from the conflict was in such a destitute state. He immediately emptied his wallet and gave everything to the man who proclaimed Muchas Gracias Senior!! There were two sides of course!

Next year is the 50th anniversary of the Vulcan and the 60th anniversary of her majesty the Queen. Both will be celebrated by the Vulcan and need supporting. If you wish to add some finance please go to: <http://www.vulcantothesky.org/> and either donate or buy some merchandise.

CAA Charges

The CAA is planning to increase its charges by approximately 2% as of the 1st of April 2012 and has put out a series of documents explaining these on their website as a "consultation" at:

<http://www.caa.co.uk/default.aspx?catid=1352&pagetype=90&pageid=8114>

You have until the 21st December to make your thoughts known to them. Although much of the documentation concerns increases to commercial air transport, there is a specific section on general aviation at: <http://www.caa.co.uk/docs/1352/GAS%20Enclosure%201213.pdf>

This includes increases for display flying, parachuting, dropping articles, etc. They are not big increases but they do add more to the already high cost of GA in the UK. The CAA being the only National Aviation Authority required to make a profit (6%) from safety in the world!

Wind farm TMZ's approved

The CAA has approved the establishment for two TMZs to cover the new wind farms near Kent. They will extend laterally to 2kms beyond the physical limits and vertically from the surface to the base of CAS and be of an irregular shape. They will be permanently active and identified as 'Thanet TMZ' and 'London Array TMZ'.

Those crossing the channel may wish to take these into account, especially if your aircraft is not equipped with a transponder! The London Array turbines will have blade tip heights up to 574 feet (175 metres); 'so keep well clear!'

National Planning Policy Framework

The war of words continues on this subject with the government calling everyone who opposes their planned changes 'NIMBYs' and the major organisations against the plans trying to have a sensible debate. It would seem that the government have at last seen a bit of sense as they are now willing to discuss some changes. How these will protect aerodromes in the future we will have to see.

It might help if the government had a definition for their favoured words of 'sustainable development'.

EC gives more time for the issue of Pilots Licences

The European Commission has agreed that the transfer of licences to the new European wide version will take more time than they had planned. The UK CAA will now start issuing the licences and medical certificates from the 1st July 2012; the original date was the 8th April.

The CAA website states: "In many cases the transition will be automatic, as existing JAR-FCL licences will become EASA Part-FCL licences on 8 April 2012. JAR-FCL licences issued in the UK up until 1 July will also be deemed to be Part-FCL licences. Pilots with JAR-FCL licences will not receive a new EASA Part-FCL licence until they submit their JAR licence for renewal or amendment after 1 July 2012. Holders of non-JAR, national licences will have to obtain EASA licences within specified transitional periods; (by 8th April 2014 for any flight for commercial purposes). The new EASA licences will be valid for the owner's lifetime. Pilots whose licences expire before 1 July 2012 will still need to renew as currently". I trust this is clear but if not the CAA suggest viewing the following website: www.caa.co.uk/eupilotlicensing.

VAC Sackville Farm BBQ

Saturday the 8th Oct turned out to be OK in the morning and six aircraft arrived including the delightful DH Tiger Moth G-ANFM. Tim Wikinson and the team at Sackville Farm had found a superb supplier of meat, which was soon cooked to perfection and the accompanying mushroom and onion sauces, baked potatoes and followed by the most delicious cakes or fruit salad, it was an excellent event.

