

## 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, perhaps Britain's greatest living aviator. Captain Brown, in his career in the Fleet Air Arm, then as a test pilot at the Royal Aircraft Establishment, Farnborough holds the record for having flown more different types of aircraft than any other pilot. He will trace the earliest days of jet propelled flight from his experiences of flying the Gloster Whittle E28/39, Britain's first jet aircraft. He was probably the first British pilot to break the sound barrier, test flew the high-speed de Havilland Swallow after the death of Geoffrey de Havilland junior, was the first pilot to operate a jet (a de Havilland Sea Vampire) from an aircraft carrier and evaluated Germany's wartime jet aircraft including the Arado 234 and Messerschmitt 262.

Captain Brown 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. They will add a unique personal perspective on Frank Whittle, the man. Captain Terence Henderson (who flew both) will celebrate the de Havilland Comet, the world's first jet airliner to enter service and the supersonic Concorde, perhaps the ultimate. 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](http://www.haa-uk.aero).

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)

## Olympics 2012

After considerable work behind the scenes, and quite a lot from the GA community in providing data on the drastic effects the original airspace restrictions would have caused, a new agreed set of restrictions have been issued. You can collect a copy this evening from the table.

The most welcome amendment is the relaxation of the timing to have the restrictions only for the period around the main Olympics although keeping the prohibited zone for each of the Olympic and Paralympic Games.

Further good news is that those aerodromes within 3 nm of the edge of the restricted zone can ask for a 3 nm diameter air traffic zone to allow them access without the need for the restrictive flight plans, etc. There have also been concessions on the outer edges, especially to the south west to reduce the danger of a choke point and to allow gliding to continue in this area. The other events around the country will be covered by normal Notams.

### Places to go & things to do

18th Sept - Turweston Wings and Wheels

20th Sept - Raes Oxford Tiltrotor Aircraft.  
Oxford Science Park OX4 4GA

18th September - Turweston Wings & Wheels

6th October - Vulcan talk, Abingdon School

8th or 9th October - VAC Sackville Farm BBQ

12th Oct - Lord Robin Rotherwick

15th October - VAC AGM, Shuttleworth

22nd October - HAA Symposium, RAF Museum

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](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 September 2011

### August meeting report

#### Irv Lee

I have known Irv Lee for a number of years as we meet regularly at various committees including the Airspace Infringement Working Group (AIWG). Irv maintains a website called 'Flyontrack' (<http://www.flyontrack.co.uk>), which I recommend you visit as often as possible as you will learn all sorts of good stuff and may even win a prize. Irv has his own website as well at: <http://www.higherplane.flyer.co.uk/> where he offers help, support, advice and products supporting the UK GA pilot. Again, I recommend you visit the site for more useful information; and even a 5% discount on Pooleys products.

As part of the work on reducing infringements by GA pilots NATS have approved the new Skydemon Light product and Irv started by explaining some of the features people may not be aware of. Pilots understand the principle of a narrow route brief but maybe do not realise the implications of setting the width too wide. His example of a fictitious flight from Oxford to Lydd via Selsey Bill with two widths of 10 miles and 80 miles proved his point. With 80 miles set it produced about 40 potential Notams whereas with 10 miles set it only showed about 10. The 80 mile version includes everything from the Thames across to Wiltshire and shows up many things a pilot on that route would not be interested in. Did you realise that if you look at any Notam in the listing and click on the magnifying glass it will flash the location of the Notam on the map making locating it very easy. It should also be noted that the default flight altitude set is 3,000 ft and the pilot should change this to suit their flight.

Turning to the official Notam brief, Irv pointed out that some pilots sometimes have a problem identifying a place to run

the route to but do not realise that you can offset any civilian navigation beacon.

A beacon can be offset simply by putting in the ident', radial and distance. An example being for offsetting the Goodwood beacon GWC 192008 (192 degrees at 8 miles) dct; rather than having to put in the lat long. It can use any civilian navigation beacon, even in Scotland (0180400, this being 180 degrees at 400 miles).

Turning to the subject of infringements, Irv showed a graph of the numbers over the last few years with a special focus on recent numbers. A radar replay of an infringement of the Stansted zone made us all aware of just how disruptive these can be when one aircraft is unknown. One problem not always realised is when an aircraft transits beneath a CAS stub, this being the default conclusion of ATC if no height is known. If the aircraft is really within the airspace stub then there is a real danger of a collision between a CAT and a GA aircraft. This brought him nicely onto the subject of transponders and especially the use of mode 'C'. He reiterated some of the stories pilots had been told as to why they shouldn't turn their transponders on. These range from 'my instructor said not to turn it on' to 'they'd been told it would swamp radar screens' and 'it affects TCAS'. All these are wrong as this bit of kit can help ATC, CAT and the pilot of the aircraft to stay clear of any potential problems. Irv had even seen a home designed check sheet which left out any chance of turning on the fitted Mode C transponder!

Pilots may not be wish to be in radio contact with a nearby bit of CAS and this is where the listening squawks can be very useful. These arose from a question Irv asked at a Swanwick meeting as to why a squawk could not be set to show that a pilot was listening on the frequency; this was rubbished by those in authority but

Manchester decided it was a great idea and implemented it by Notam. Having shown how useful it is, others have followed and a sequential set of codes are now issued. To obtain your own list of these squawks go to the [www.flyontrack.co.uk](http://www.flyontrack.co.uk) website.

When pilots need to speak on the radio some get rather tongue tied but to help out with this Irv has produced a simple guide, which again can be found on the Irv's own higherplane website.

As an aid to pilots flying around the London CTA, Irv was involved in the production of a VFR guide which uses both navigation planning on a chart and the view from the aircraft as you fly the routes. These are being expanded and now include the Manchester Low Level Corridor. Again, these can be obtained from the website.

Irv finished by reminding us that there is a 'visit your local ATC day' planned for October if we wished to take it up - for the pilots only though.

On behalf of the Branch I must thank both Irv and his wife for making the trip up to us and presenting so well some of the issues he is involved in.

### **The Vulcan Story**

There is a talk organised by the MGB Register on Thursday the 6th October at the Amey Theatre, Abingdon School on the history of the Vulcan. For tickets at £8:00 per person, please go to the website:

<http://www.mgcars.org.uk/mgccmgb/events/2011/2011%20Vulcan%20Lecture.pdf>

The talk will cover the history of the aircraft, its service life and the fight to retain a flying example.

### **Norwich Airspace**

After a long battle Norwich have achieved their objective of obtaining an area of controlled airspace which will come into effect from the 8th March 2012; this being coincident with the issue of the revised Southern England and Wales 1:500,000 Chart.

It is interesting to note the amount of environmental aspects taken into account in the making of this decision. Norwich blame "unknown user activity" for causing an extra 240 nm of flight for CAT in 2009

which they then extrapolate into increased fuel usage and increased CO2. They obviously don't take into account the extra fuel and CO2 now required by every GA aircraft making extra distances to go round the new zone! GA pilots also need to take into account that 17 Airprox between GA and CAT for the years 2006 to 2011 are one of the main causes for this new CAS to be established. Infringements can be seen to have a major impact on all of GA and need to be eliminated. The only good news is that the final amount of CAS is considerably less than the original demand by Norwich for most of East Anglia.

### **Plymouth Airport closure**

The airfield is owned by Sutton Harbour Holdings (SHH) who have decided that it is uneconomic for the aerodrome to stay open. Operating from the site are a number of aviation organisations including the RN Flag Officer Sea Training (FOST) helicopters, British International Helicopters, Plymouth Flying School and various GA operators. If nothing changes the aerodrome will close at the end of the year. Plymouth City Council (PCC) are in talks with FOST and SHH in the hope that FOST will remain active at the aerodrome. It will be up to FOST then to decide whether to keep the aerodrome open for GA although SHH will retain the lease.

Tug Wilson is looking for support in his campaign to keep the aerodrome open and asks all interested in GA continuing at the airport to write to David James, Head of Strategic Projects, Dept for Development & Regeneration, Plymouth City Council ([david.james2@plymouth.gov.uk](mailto:david.james2@plymouth.gov.uk)) and copy to Tug, the GAAC and the LAA.

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

The LAA AGM took place at the Rally at Sywell on the afternoon of Saturday the 3<sup>rd</sup> September in Hangar 2. This was the first time the AGM had been held at the Rally since the early days of Cranfield events 13 years ago and it was to prove interesting as to what the members made of this venue. After the formalities had

been taken care of, including the re-election of three board members and the election of Graham Newby onto the board, there followed a some presentations. One by Barry Plumb on Engineering, Roger Hopkinson on advocacy issues and from James Tannock on ET. The event also gave the members the opportunity to meet the new CEO as Peter Harvey handed over to Richard Dunevein- Gordon.

When the members were asked what they thought of holding the AGM at the Rally some interesting points came out. The numbers attending were about the same as when the AGM was held at Turweston and these low numbers were for a number of reasons. There were those members who are working at the Rally, either on stands or out on the field, there were others who came to a Rally to see their friends and to see the aircraft. There was only a small number who managed to get to the AGM. The Rally Team and the Board will have a review of the event where the question of how to hold the AGM will be brought up.

Out on the field itself the event was a great success with the weather being hot for the Friday, cool for the Saturday and wet for the Sunday. The highlight had to be the appearance of the Mew Gull alongside the RV7, both Cape Town record holders.

### **Trophy Recipients**

Later in the evening in Hangar 1 was the possibility to have a bite to eat and partake of the beer festival where a range of barrels had been put on for those who wished to try them. To try and hold the LAA presentations at around 21:00 proved rather difficult as the assembled crowd by this time had tried many of the beers, were chatting to old and new friends plus had the delights of an "Oompah Band" to get them into the party spirit. With a very over-modulated PA system trying to overwhelm the noise it proved a bit of a failure. On the good side, Matt Pettit should have received the Frank Hounslow Trophy for services to LAA Engineering; I collected this on his behalf and will get it to him as soon as possible.

I received the Pete Clark Memorial Trophy, which is presented "for the advancement of

flight safety in light aircraft". Very embarrassing but received with my thanks to the LAA awards committee.

### **National Planning Policy Framework**

In the effort to reduce red tape and blocking planning documents, the DCLG have come up with a draft NPPF which reduces the current over 1,000 pages of planning guidance to around 52. This might sound good but as with all these ideas, the devil is in the detail. The words "sustainable development" are used to convince us that this is good for the planet but the words are not defined and could mean anything. When you add the words that the default answer to any planning request is yes, you can begin to see why it appears to be a developers charter to build anything anywhere. For aviation, the few small protections we had under the old planning guidance will be swept away. You can see why others such as CPRE and the National Trust are also very worried about this 'draft' document. If you add that the ministers have said they will not back down on this we all should be very concerned!

### **LAA Website**

After a considerable amount of work and effort by the team at LAA HQ, Turweston, the first stage of the revised website went live on the 1st September.

As Peter Harvey, LAA CEO said "This is a re-skin, evolution rather than revolution. We now have a platform that is responsive and easily changeable, with a solid technology to link with our new database project. We'll continue with updates and improvements over the next few months". Those of you not involved in this type of work may not realise the huge amount of effort required to radically change the way the website works in order that future plans can be accommodated. You will see ways of being able to use the website to complete many of the transactions you currently either have to use paper and the postal services or direct contact with HQ personnel to complete. Please view the site and if you spot any problems or think of any improvements, please let the office know at Turweston HQ.