

Dates for the Diary 2011

Sunday 30th October
All Hallows - Leicester

Saturday 15th October
Annual General Meeting - Old Warden

Dates for the Diary 2012

Saturday 21st January
Snowball Rally - TBC

Sunday 12th February
Valentine Rally - Old Sarum

Saturday 10th March
Annual Dinner - Littlebury Hotel, Bicester

Saturday 24th March
Spring Meeting - Turweston

Saturday 14th April
Daffodil Rally - Fenland

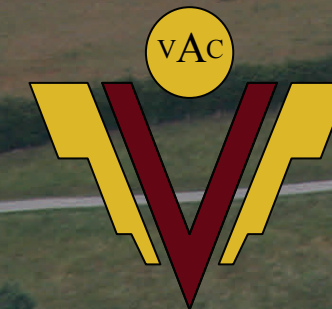
Saturday 13th October (Provisional)
Annual General Meeting

Saturday 27th October
All Hallows - TBC

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Vintage and Classic

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The Journal of the Vintage Aircraft Club

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<p><i>The aim of the Vintage Aircraft Club is to provide a focal body for owners, pilots and enthusiasts of vintage and classic light aircraft by arranging fly-ins and other events for the benefit of its members.</i></p> <p><i>The Vintage Aircraft Club is affiliated to the Light Aircraft Association and supports the General Aviation Awareness Council.</i></p> <p><i>Vintage and Classic is the quarterly newsletter of the Vintage Aircraft Club and as such is a privately produced magazine. The views contained within its pages do not necessarily reflect those of the Editor or the Vintage Aircraft Club. The magazine is free to members, but £4.00 when purchased separately.</i></p>		

Vintage & Classic

Autumn 2011

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Chairman's Notes

So many changes are afoot, or should that be 305 mm. The effects of EASA, SES, SESAR, DfT, CAA and many other wonderful acronyms for organisations, committees and meetings of minds who are trying to change the world of aviation for the better. Just like religions, they are all right in the results of their deliberations even though they often produce contradictory rules and regulations. The world of Vintage aviation is mostly locked into EASA Annex II for the time being but we also know that as time goes on, many EASA controlled types should be considered as historic. EASA have enough of a problem trying to deal with the commercial transport world, let alone those not flying for financial gain but these types get included with some detrimental effects.

As if all this wasn't enough to keep an army of people working full time to ensure "our type of aircraft" are not being asked to retrofit new equipment and comply with impractical rules, the Con-Dem government are also in on the act with their own 'new broom' sweeping away decades of laws, evolved over the years for very good reasons. The salaried law makers produce reams of paper, albeit we can now read it electronically, which volunteers in the clubs set up originally to have fun now spend thousands of hours poring over and responding to just to make sure they can continue to have the fun they were set up for in the first place.

All the clubs I am a member of suffer the same problem of trying to find new members, trying to find younger members and trying to get new people involved in the work of running the club, whether at committee level or at events. Organising an event can be anything from just setting up a location and publishing the date to a full blown requirement for volunteers to man the various areas requiring someone to be there along with the legal business of risk assessments, contacting the emergency services and perhaps the CAA. Either way, it needs volunteers or else a few people will end up trying to do everything.

All this is leading up to my explanation as to why I have now resigned from the board of the LAA (as of the AGM at the LAA Rally on the 3rd September) and why I am moving aside as chairman of the VAC at our AGM at Shuttleworth on the 15th October.

Over the last few years I have tried to do my best in dealing with all the issues, committees and work required being part of these organisations but I have realised that I do not have time for anything else. I managed to get myself into this position by hearing that something needed to be dealt with and thinking 'I could have a go at that'. My New Year resolution this year has been to say 'no', I failed of course but I did decide to let "somebody" else take on some of the workload.

Within the LAA I have tried to be part of the Board, I was the Association secretary for a while, chairman of the safety & environment sub committee, member of the marketing sub committee, member of the litigation and insurance committee, attended the strategy committee, represent the LAA Oxford Branch and the VAC on the National Council and represented the LAA at GASCo, GAAC, CHIRP and the CAA ACEP meetings. I also somehow ended up dealing with the Olympic Airspace restrictions on behalf of the LAA and as part of the GAA. I also represent the Vintage Aircraft Club on EFLEVA and the HAA plus all those committees mentioned above.

After working to save Bicester airfield from the developers some years ago, I gained a passing knowledge of the planning system, which is going to be useful in responding to the Draft National Planning Policy Framework. Transport and aviation in particular, has been reduced to one small paragraph. All our defences to prevent developers building on aerodromes have disappeared in the rationalisation of 200 policies reduced to about 56 pages. The fight continues as you can see.

This has kept my mind active and kept me off the streets but it is time for others to take up the battle. I have agreed to stay on the VAC committee and will still attend the various meetings as your representative but will have more time to report to you fully on what is being discussed.

The VAC has a great future looking after the great history of aviation whilst having fun and allowing members to have a superb set of social activities to meet old and new friends.

Take up the challenge and see if you can show your friends who are not yet members that being part of this club is good for all. When you attend events, see if you can help out as even an hour on the stand provides relief for the hard pressed volunteers. You don't have to be a committee member to organise an event for the VAC, just make your recommendation and the committee will do all they can to assist.

I have enjoyed my term as your chairman and will do all I can to assist my replacement. I also look forward to meeting you all at the various events.

Remember the words of Will Rogers who said "a stranger is just a friend I haven't met yet".

John L Broad

Members Notices

Annual General Meeting

The 2011 Annual General Meeting will be on **Saturday 15th October at 12:30** and will be held in the Princess Charlotte Room at the Shuttleworth Trust, Old Warden, Bedfordshire. The meeting will be preceded by a talk about the museum starting at 10.30am and lasting until approximately 11.30am which will allow for a break prior to the AGM. This change will enable members to either fly or drive to the event and as well as the AGM enjoy a visit to the museum where if required a guided tour can be arranged. For those who require it there is a very good restaurant where lunch can be taken prior to the AGM. The committee look forward to seeing as many members as possible.

Entry to Old Warden and the AGM will be free on production of a valid membership card. The room will be available from 10.00 onwards and tea and coffee will be provided on arrival. Entry to the museum will be £8.00 per person again on production of a valid membership card.

Landing fee for members on the day will be £8.00 to include entry into the museum.

“VAC members who are also members of the Shuttleworth Veteran Aeroplane Society (SVAS) are of course, automatically admitted to the collection for free”.

Goodwood Landing Fees For Aircraft Constructed pre 1966

Some excellent news from Goodwood, now confirmed by the GA Mgr, is that to encourage increased use of the aerodrome by vintage and classic aircraft **landing fees are now waived for private aircraft constructed pre-1966**. The normal fee currently would be £18.07, so this is a quite significant concession.

The only caveats: **touch and goes are still chargeable**, and the **concession does not apply to event days** such as the imminent Revival meeting.

PPR by phone (01243 755061) is required, but the good news is Hi-Viz jackets are definitely not !!!

Goodwood is a great place to visit. There is a lot to do and see in the local area, and without leaving the aerodrome the motor race track is frequently active and the club restaurant is a cut above the usual airport cafe.

This initiative by the GA Mgr deserves our support, so would you please pass this on to all your contacts.

Via Pete White

New Member.

We welcome the following new member to the Vintage Aircraft Club.

C. Anthony Wessington

Cover Picture:- Be 2C replica being flown by its owner / restorer Matthew Boddington
Photo:- Andrew Smith

Confidential Human factors Incident Reporting Programme (CHIRP)

From the title of this committee, you will realise that I cannot report actual cases but I can raise some of the general points to make you think a bit about your flying. Mobile Telephones

There has been a long running debate over the use of mobile telephones in aircraft, going right back to the days of the analogue types. In those days the use was not recommended as the ground cells could not keep pace with the speed of an aircraft and the height the aircraft flies at would confuse the huge number of cells within range. Now that mobile telephones are digital this is not so much of an issue. There are a few safety comments though; in the same way as the use of a mobile telephone can distract the driver of a motor vehicle, the same will occur in the cockpit. If there are two pilots on board the aircraft then the one requiring to use the telephone should make sure the other has eyes outside the cockpit. This same simple rule should also apply if time is to be spent fiddling with devices such as a GPS. Simple ‘Crew Resource Management’ (CRM), as used by the forces and the commercial boys.

Carrying a mobile telephone is to be recommended though as you never know whether you will have to pull off a forced landing and making contact with the emergency services, families or ATC will still be possible. If the aircraft has a complete radio or electrical failure it would also be useful to be able to contact the Distress & Diversion Cell on their landline number of 01489 612406 to obtain assistance. With the ever increasing use of iPad devices or similar pieces of equipment, which must be recommended due to their huge memory capabilities and superb graphic presentation, you may find it of interest to note that these should not be used above 10,000 feet. The reason is the design of the screen, which may be damaged due to the change in air pressure.

Bad Airmanship in the Circuit

Another recurring theme at these meetings is the increasing number of reports of bad airmanship in and around the circuit. It is almost as if the current trends of impatience, arrogance and selfishness seen on the roads of Britain are being transferred to the skies! It’s got to stop as it has already killed a number of aviators. Being fully aware of others in the circuit is essential for safe take offs and landings. When joining a circuit it is obvious that you should know where all those already in the circuit are and fit in accordingly; note, not barge in!

The right clothes?

Do you always ensure that the clothes you wear when aviating are not likely to be dangerous? If you wear a set of flying overalls you might think this would take care of this aspect but are your shoes likely to cause any problems. One pilot wearing leather soled shoes that didn’t grip the polished surface of the rudder pedals had his foot slip off and jam behind the rudder bar. The welt of his shoe then hooked behind the pedal preventing him getting it back and the aircraft turned into another parked aircraft doing considerable damage. I know some pilots like to wear leather gloves to prevent their hands slipping on the controls, especially on hot days when the hands may get a little moist. It is also advisable to make sure you know where all the controls are in the aircraft you are operating so that in an emergency you can find the required control immediately.

John L Broad

‘28 DAY RULE’ UNDER REVIEW

Many VAC members fly their aircraft from private strips that have for many years operated outside the rather onerous and often unpredictable planning system. Many believe, rightly in some cases, that local authority planning processes are too often derailed by a small minority of noisy and well-heeled NIMBYs to the detriment of the greater good.

The provision that allows these strips to be used is the 28-day rule (Permitted Development Rights – provision within planning legislation for temporary change of use). Basically, if a strip is used just 28 days in a year, full planning permission does not need to be sought.

The Department for Communities and Local Government has released an issues paper regarding the way in which change of use of land is handled within the planning

system. This includes a review of the 28-day rule. It will not just affect air strips; motor sport, equestrian events and even Sunday markets are likely to be affected.

For those that wish to read the full text, it has been placed on the UK Motor Sports Association website at <http://www.msauk.org/uploadedfiles/changeofuse.pdf> (Pages 10 & 11 are the relevant bits). Definitely a subject we need to watch.

Steve Slater

Abingdon Air & Country Show (continued)

Sunday... More rain overnight! And yes out with the tape measure and chalk again.... We were getting old hands at this!

We prepared for the RAF's Puma and Merlin for the static display park – both the RAF's helicopters had made the short hop across from RAF Benson and are regular and keen supporters of the show.



Before long the GA aircraft started to arrive, with a real mix of vintage & classic types, including some early PA-28 Cherokees, and a very smart PA-23 Apache. Despite the



denial of parking aircraft on a certain section of grass, the weather conditions and our previous experience of the area in question, meant I took the executive decision to park all tail draggers on it just in case the weather picked up and

we needed them to be tied down.



Safety first every time – regardless, DE or not. It was not long before the small area we had filled up and we had to park the visiting aircraft on the “dog leg” taxi-way. In the mean time all the display, support and spare aircraft were parked on 08 in their appropriate “boxes”. All the time we had to adjust our plans as aircraft had cancelled or were added – often the first we knew was tower asking where something was going... Some things never change with this event. Well keeps us on our toes.

Eventually the clock ticked around to display time. The GA aircraft stopped arriving 30 mins prior to this and the banner tow for one of the sponsors made for a different spectacle not often seen in public. Opening the flying display was what it was all in support of, the Air Ambulance. A couple of fly throughs and then the displays started properly.



The Skyvan took the *Tigers* parachute team up and for reasons best known to themselves jumped out of it! The quietness of this display was followed by a brilliant display of the RAF Hawk. A first is the fact the pilot this year is female and she gives one of the best displays of the Hawk for a few years now. The long slow roll along the length of the runway was superbly performed. Silence prevailed once again as the *Glider FX* team took to the air and Guy Westgate gave his usual polished display of aerobatics and energy management and finished his display right back where he started.

A most polished performance by the Bucker Jungmeister brought back memories of early displays and aerobatics with several flick rolls. More nostalgia of airshows past came with the Harvard. A type not seen so much in recent years, the distinctive rasp brought back many happy

memories for myself and probably one or two of the older audience. More aerobatics followed with the *SWIP team* – formerly the twister duo, the team's display this year was head and shoulders better than last time they displayed here. The RAF provided the next two acts with the Tutor, an Abingdon regular, and again a better display than of recent years followed by the Tucano. Sadly the RAF special display schemed Hawk and Tucano were unavailable but this did not detract from another scintillating display.



Time for some radial aircraft with the photogenically displayed Fennec phutting her way around the display axis which was followed by *Percy* – another Abingdon regular and favourite. Percy, for those who don't know is a wonderfully presented and flown Pembroke.



After a single flypast by a RAF Hercules – a rare thing these days, often being utilised around the world supporting military actions, exercises and deployments, it was a return to Percival Aircraft with a piston Provost. Wonderfully flown against a wonderful blue sky with the odd white cloud she was flown with aplomb.



The genesis of the family and the company were continued with Neil McCarthy's Jet Provost display. Again the aircraft was flown to a high standard and photogenically showing off the new colour-scheme and the aircraft in general to all. Finally, after the Skyvan launched again off to the hold, came the big draw for the day. XH558 – the Vulcan! As she ran in you could see the whole crowd moved forward to the front to have a more intimate view. Despite the constant appeals for money, the Vulcan impressed all, and would no doubt have made a few reach in their pockets for a few extra coins (or notes) to help her out. The display featured several renditions of the distinctive howl of the engines (and the setting off of several car alarms) as they powered up to perform various climbing manoeuvres. The missed approach was appreciated by all too.



The Vulcan departed and formed up with the Skyvan for some air-to-air (as did the JP) for the show DVD and as she did people started heading for their cars. The GA and remaining display aircraft that had not departed off slot fired up and made the now familiar quite rapid departure sight that is always enjoyable to watch. A few stayed behind to watch the Puma and Merlin depart. Sadly only the Merlin did a flypast on departure. One of the last to leave was the Skyvan, who had returned with some brilliant footage both still and film, and was followed by the Bronco who kept it very low all the way down the runway trailing smoke and after a wingover flew back up the runway before climbing away.

We all retired back to the campsite and packed up, as well as mourned the demise of our gazebo (not the VAC one don't worry) that we rescued from a skip here some 5 years or so ago! All packed up and the marshalling team dispersed (a couple of us stayed on another night), another year done – here's to 2012 (May 6th if interested). See you there?

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Vintage and Classic Scenes



Steve Slater has provided the following pictures of an Austin Seven with his Fred aeroplane under tow. The pairing was to be displayed at the LAA Vintage Homebuilt show at Leicester. Whether or not the combination would however stop is of course open to discussion!



Keeping to the vintage and classic theme here are some scene from the VAC meeting of the Snowball Rally at Finmere in 1991, some twenty years ago. The first is that of an Aeronca C3 of 1936 vintage.



The appropriately registered Taylor J2 Cub was a regular visitor from Leamington Spa.



The Switzerland based Cessna 140 was flown in by VAC member Emil Rollin and was always a welcome sight.



Finally an example of the Beagle Auster Family an A61 Terrier.



If you have any photographs you would like to share with the members please let me have them, preferably scanned images as jpeg or bitmap and I will do my best to publish them.

Paul Loveday

RAF Halton - de Havilland Moth Club Charity Flying Day

Saturday 11th June found me after an early start at RAF Halton for the de Havilland Moth Club Charity Flying Day, a day which coincided with the station's open day and a meeting of The Guild of Air Pilots and Navigators.

The other notable event that day being the Queen's Birthday Flypast a part of which was as is custom due to disperse after passing overhead the airfield. After they had cleared to their respective home airfields the afternoon display was to start.

The day started quite slowly probably due in part to a not very promising weather forecast, which as seems usual these days was proved wrong as can be seen in the photographs.

The sight and sounds of de Havilland types was soon augmented by the arrivals of various different types for the GAPAN meeting, some of which were to display during the afternoon.



Some of the arrivals causing a great deal of attention. We were treated to the sights and sounds of the Hawker Hurricane and Vickers Supermarine Spitfire along with a Norwegian built North American Harvard in war paint,



albeit that of Training Command.



The CASA 1-131E Jungman 1000 in its Spanish Air Force colour scheme providing a welcome contrast to the DHC. 1 Chipmunks in their RAF markings.



Another interesting and welcome sight was that of the DHC.2 Beaver in a very smart red/green and white which showed off the attractive lines of this machine.



Of the vintage and classic types present on the day, there were a number of excellent examples, including of course the various Tiger Moths that were either just visiting or providing sterling service in support of Charity Flights for the various good causes. It was good to G-ANFM back in the air again after its mishap at White Waltham.



The Hindustan HAL-26 Pushpak is one of only two in the country, and was subject of an article in a past 'Vintage and Classic'.



As can be seen the Piper brand was also well represented with amongst the visitors the Piper PA-18-150 Super Cub of VAC Photographic Award winner Geoff Collins, and a very smart PA-22-135 Tri Pacer.



The hour of the RAF flypast approached and all flying ceased to await their arrival. As the RAF diminishes in strength this annual event becomes less and less of a spectacle as the number and types gradually disappear. As it is it was only the fixed wing component that overflowed the airfield, the rotary wing participants having left the flypast before it reached us. The Red Arrows flew past trailing smoke and the Battle of Britain Memorial flight made a number of passes before splitting up, the Spitfire remaining to display.



After they had departed we were treated to various displays by some of the visiting aircraft, the Hurricane and Spitfire were both flown with skill and dexterity showing off the aircraft to their best. The difference in sound between the two different marks of Rolls Royce Merlin being readily apparent.

The Flying Circus of Dennis Neville provided their display of balloon bursting, aerial limbo and similar events, showing the flying skills of those taking part. Aerobatic displays were provided by the diminutive Dan Rhin and the Extra EA300L.

The Tiger Nine flew their new routine with their very impressive bomb burst and after landing the simultaneous engine shut down.



Only one de Havilland Rapide was present that of VAC member Mark Miller who gave his usual polished display.

Following the display the Charity Flights resumed and aircraft departed.

The weather for Sunday was looking reasonable and we, I was joined by Lydia and Andrew Peters were looking forward to a good day's flying. Wrong again, torrential rain and the event was cancelled. The remaining Tigers that had stayed the night were put into one of the hangars and we departed for home whilst the rest of the site was taken down. Still there is always 2012.

Report and pictures Paul Loveday.

Stoke Golding Stake Out. 6-7th August 2011

The picturesque strip at Stoke Golding really comes alive once a year for their annual Stake Out – “*Stoke Golding International*” and “*TTAO*” become buzz words for two days with a live commentary on the Sunday which is infamous for its irreverence, flights of fancy as to what is due during the day and banter as well as a live jazz band, not to mention Sooty’s ices.

An eagerly awaited event with its own special atmosphere the Stake Out has become a regular event in the marshalling team’s annual calendar and this year was no exception. There is always a large social event on the Saturday evening featuring live music, catching up and the odd glass of “falling down juice”. This year we, the marshalling team, stayed for the social side and enjoyed the company of a certain VAC member although least said about that the better. The guilty person knows and we have photographic proof.

The last couple of years have seen over 100 aircraft arrive over the course of the two days and a much higher number of movements. The Saturday saw the available members of the team turn up – Martin had arrived Friday, I was next, then Paul & Carol arrived and somewhat later the closest living members, Lydia & Andrew, arrived and we set about the job of arm-waving.

This year saw a new layout to the field including a large marquee, but it worked a real treat even though it meant we lost about 20 parking spaces. The marquee contained the VAC’s book seller stalwart Tim Crowe and a number of local crafts and traders but not too many as to crowd it out.



Before long the aircraft started to arrive. Most today were modern LAA types with very few heavier types in attendance. Amongst the VAC members attending over the weekend were Bob Willies and his wife who flew in in

their Cessna 120 G-BTBW from Sywell the aircraft looking absolutely stunning. Quite a few were local based or the pilots lived very local. One crew lived in Nuneaton, drove to Leicester and then flew in, whilst another crew lived in Market Bosworth and flew in from near there. It was good to see a selection of weight-shift microlights arrive too. These were left to park themselves in their own dedicated area on the far side. The afternoon also saw an autogiro arrive as well as a proper helicopter, okay it was a R-22 but it counts. Also visiting was a very smart Luscombe 8A Silvaire in its cream and green colour



scheme.

The weather had an impact with numbers down and although at times we did have a steady flow of arrivals. The rain held off until around 5pm when it came down with a vengeance. Some *REALLY* big rain drops came down and as quick as it started it stopped and the sun came out making for a fabulous sunset. A couple more aircraft made it in just as the rain started and just after including another helicopter (R-44 this time). The beer now flowed, the pig roast was promptly demolished and a local band played live – a mix of their own tunes and covers. We left sooner than planned due to one of the team suffering from a severe chill from the rain and breeze. We heard the party went on for a good few hours more with another band playing too.

Sunday. Nice weather again and by the time we got there some of the later arrivals had flown out and three had already arrived and we were not that late getting there. However although it looked nice the wind was strong and numbers today were well down, however the aircraft this day were mainly those of a heavier construction and a couple of well known VAC regulars made it in too.



At one time it looked as if it was going to be more like a Cessna 172 meeting with four different versions on the ground. One of the Cessnas in that day flew in from Norwich, another from Tatenhill. This being flown by VAC member Vic Holiday.

After the approximate total of 50 from Saturday, Sunday’s work load made it obvious we would not get close to the totals usually associated with the weekend (normally 100+ over the two days) but we still had fun. Rain loomed late in the day and as we had just unpegged one of the aircraft and started to move it from the centre of the airfield the rain came down. We carried on, got it inside and the rain stopped. Typical!



Shortly after the rain had cleared all eyes were directed upwards as a couple of biplanes could be seen heading in. As they got closer they could be seen to be the Hatz biplane and Ken Broomfield’s Jackaroo both from Baxterley. Upon landing and being parked up they were swamped with admirers.

Shortly after, our job done for the weekend we said our goodbyes, got in to our cars and all headed for our homes, already looking forward to next year!

The event is well known locally and there was a constant stream of visitors by road on both days. During Sunday afternoon there was also live music to entertain those attending, this time in the form of a Traditional Jazz Band.



On both days the airfield owner and organiser Tim Jinks was to be seen airborne in his Christian Eagle. He has a display authorisation and he showed what this type of aircraft is capable of. As an extra item he invited spectators to guess his height as he flew along the runway heading. There were some interesting guesses to be heard.

This event is a really good advert for general aviation and is one we as marshallers enjoy with an atmosphere reminiscent of VAC events in the not too distant past. If you are free for the weekend next year, do try to make it. It is a great event with a great atmosphere. Real grass roots flying as it used to be. Oh and if you want to know what “*TTAO*” stands for then you need to go to find out... See you there!

Report by Gary and Paul Loveday

Photographs Paul Loveday

AIRSPACE & SAFETY INITIATIVE COMMUNICATION AND EDUCATION PROGRAMME (ACEP)

As the title of this meeting suggests, plans are made here to communicate information to the representative associations' members.

2012 Olympic Airspace Restrictions

The 2012 Olympics have taken a great deal of the work so far. Whilst it was expected that some restrictions to aviation would be required for the period of the Olympic and Paralympics Games, the apparent diktat that was presented to the GA community at the DfT offices in London on the 7th March caused considerable consternation as to both the practicalities and the need.

A revised set of requirements with the timings for the restrictions very much reduced and a small area of restricted airspace removed was presented at this ACEP meeting by Dawn Lindsey of the CAA. After considerable input to her from the Associations, including the compilation of the impact survey many of you completed, she had the information required to put a good case to the Home Office for some amendments to be made. I must pass on Dawn's thanks to all of you who did respond to the survey because, as she said, without the data she would not have had a case to put forward. A new version of the restrictions, this time with an issue date to ensure you have the latest version, was provided. Dawn explained that they were going to print 10,000 of these but they have to wait for permission to use the LOCOG logo before doing so! This may prove fortuitous though as the document will only be finalised by Act of Parliament Statutory Instrument sometime in October and other minor amendments may need to be made.

Dawn also presented a draft copy of a proposed new 1:500,000 chart to be made available around March 2012 showing all the airspace restrictions in the south east. They are even thinking of distributing this free to pilots, but we'll have to see if the current financial state allows this. This will include the various CAS(T)s such as Farnborough, Southend and Manston. The proposed CAS(T) for Oxford proved not required and has been deleted. Be aware of the very large restricted area around the sailing venue in the Weymouth area though. All the other Olympic sites outside London will be protected by RA(T)s, NOTAMed in the normal way. All the information on the restrictions will be provided to the GPS database companies for owners to install. This will include the excellent Skydemon flight planning software approved by NATS. To keep up to date via <http://olympics.airspacesafety.com/>

AFPEX registration

Members should be aware of a couple of initiatives this

year. As you should know, to operate an aircraft within the Restricted Zone (RZ) you will need to file a flight plan using AFPEX. To do this, if you haven't done so already, you will need to register and it is recommended you do this as soon as possible as waiting until near the time of the Olympics may cause delays to your registration being accepted then. The CAA is prepared to accept up to 150 applications per week; any errors in the application will of course add a delay. Foreign pilots, whether based in the UK or overseas, are expected to use the existing AFTN process. An exercise to prove the practicalities of the ATC equipment and the team of 50 military controllers running it was completed at Swanwick on the 14 control stations allocated. This has the codename "Atlas Control".

File a Flight Plan Day

The CAA and NATS want all pilots to take part in a "File a Flight Plan Day" on the 24th September. They would like as many pilots as possible to file a plan across the RZ using AFPEX. This should be done even if you do not intend to fly the route or if the weather is bad as the idea is to test the capabilities of the system.

Aerodrome ATC zones if close to the edge of the RZ

One of the relaxations of the Olympic Restrictions is to allow aerodromes operating within 3 NM of the edge of the RZ to apply for an exemption from the RZ requirements; if you operate in this area or know someone who does, get them to apply. The CAA should be contacting the aerodrome owners anyway.

Communications plan

The communications plan for the Olympic Restrictions will be shown in special VFR and IFR guides currently being compiled; IAOPA have volunteered to assist with translations of these into the European languages and to distribute copies via their members. There will also be a Facebook page, podcasts and articles for the magazines.

Infringements

The general news that the numbers of infringements so far this year have been lower than previous years is good news, especially the reduction of serious ones. Pilots should be aware that infringing the Olympic RZ may have more serious consequences than current investigations. Apart from the potential for military action, if the numbers are too many, the resulting may be to change the RZ to a prohibited zone! Make sure you don't infringe or you may mess up the whole airspace for everyone else!

Project Pegasus

This is to my mind the proper way to make the Olympics as safe and secure as can be possible from the aviation aspect. Instead of trying to work out from all the good guys flying quite legitimately during the period of the Games the one terrorist and then trying to deal with this one aircraft in some manner to prevent it getting to the Olympic site, this project addresses the problem before the flight. The Project uses all of us who operate or visit aerodromes on a regular basis to be aware of any strange activities and to report these to the Police and Security Agencies. We know who is supposed to be at the aerodrome, how people used to being around aircraft operate and can probably spot any untoward activity well before anyone can do anything wrong. This process allows GA to be part of the answer to the security issue rather than be branded as being the problem. When expanded beyond the period of the Games, we can do our bit in preventing terrorism, drug and people smuggling by unscrupulous

people.

Look out for more information on Project Pegasus in your area.

Clued Up

The annual safety magazine from the CAA has been produced in conjunction with Flyer Magazine this year. The magazine has only been distributed to Flyer magazine subscribers; not a very good way of getting the safety message out to all pilots, as was pointed out at the meeting. Copies will be distributed free at the events where the Airspace Safety Initiative, CAA and NATS will be attending such as the LAA Rally and the Flying Show. You can read an electronic copy by visiting the ASI website.

John L Broad

CAMEL DERAILS PARADE

Sometimes merely taking to the air in a vintage aircraft can have unexpected consequences. We therefore can't resist this story which came from San Antonio, Texas, where Russ Turner decided to celebrate 4th July with a short flight in his Sopwith Camel replica, taking a look at the Independence Day Parade in the nearby small town of Castroville.

Russ headed back to the airport, to be eagerly greeted by his flying buddies. It seems, part of the parade included a march-past of military veterans led by a retired Air Force Colonel. As the Camel passed overhead the Colonel was so focused on watching the Sopwith he missed his turn and led the parade down the wrong street. As Russ observed, "In a small way, the English unintentionally got a lick in, on American Independence Day."



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GOOD NEWS ON OLYMPIC AIRSPACE

You may remember earlier this year that the Department for Transport created fury in the General Aviation world by attempting to impose disproportionate restrictions on the use of air space during the London 2012 Games.

It was always expected that security restrictions around the 2012 Olympic Games would require a known air traffic environment. It was therefore not surprising to see an exclusion zone around the stadiums and Olympic village. However the proposal of a Restricted Zone covering over 3000 square miles was unnecessarily draconian

The original proposal extended from Cambridge in the north to almost the south coast. It had no geographical logic, it was simply drawn along existing 3500 foot air traffic control boundaries without any reference to navigational features or local airspace needs.

Between July and September 2012, in order to fly into this zone a pilot was required to file a flight plan and receive an approval number at least 2 hours before take-off. The pilot must then establish and maintain RT communications and 'squawk' a specific transponder code.

The latter two areas posed a particular problem with many vintage types which have radios (if fitted at all) with only a limited range. Their electrical systems too are often simply incapable of driving the power requirements of a transponder.

Thankfully, the DfT has responded to lobbying from all areas of the aviation community including the CAA,

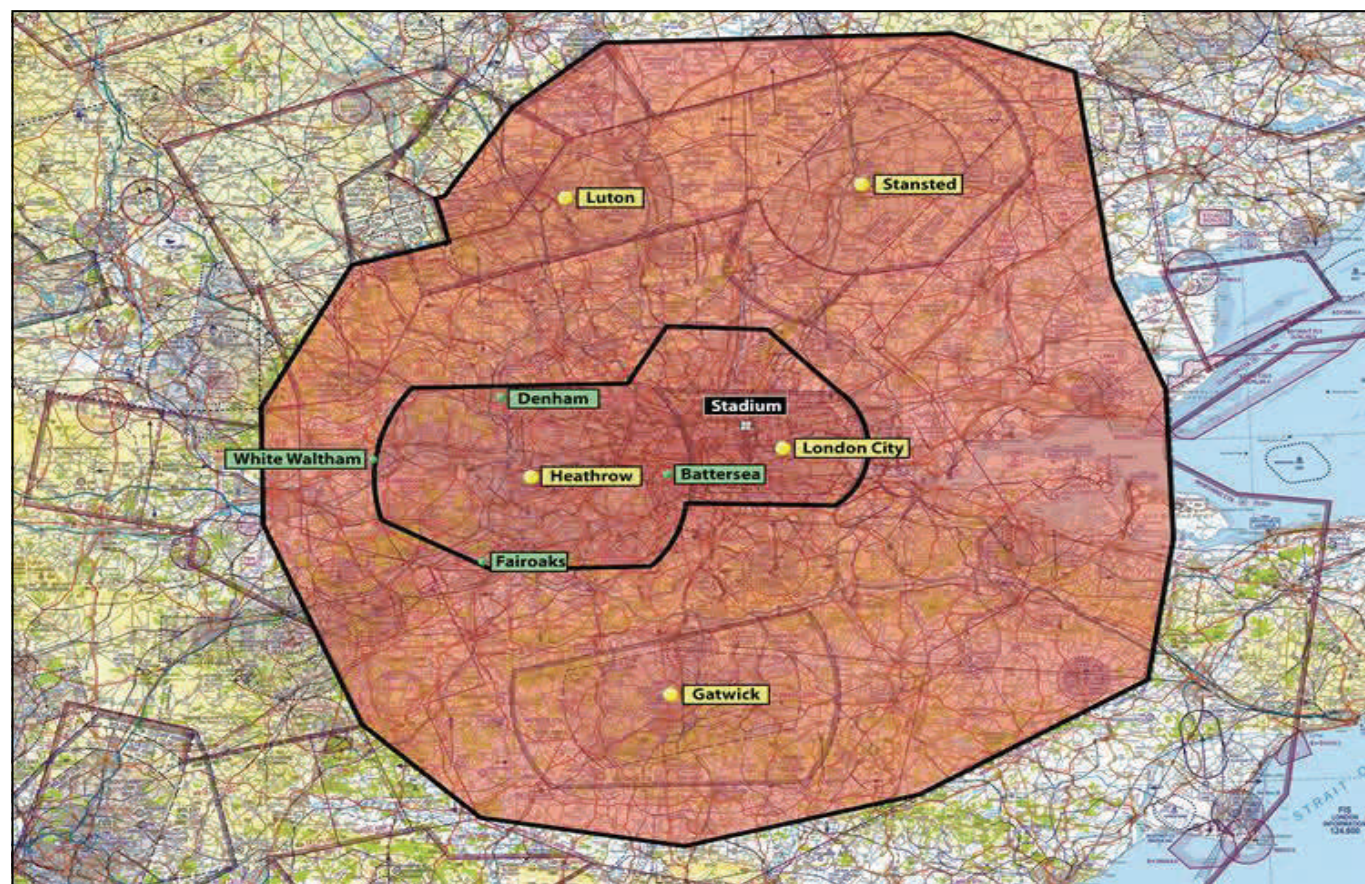
NATS as well as many LAA and VAC members. In July they announced revisions, increasing usable airspace while still meeting the security body TRANSEC's requirement for a 30nm security radius centred on the Olympic Park.

The biggest development is the reduction in the duration of the airspace restrictions. They will now only cover the Olympic period from 14 July to 15 August 2012. A separate, geographically smaller, airspace restriction will now cover the London 2012 Paralympic Games from 16 August 2012 to 12 September 2012, more proportionate to the lower potential security risks of the smaller event.

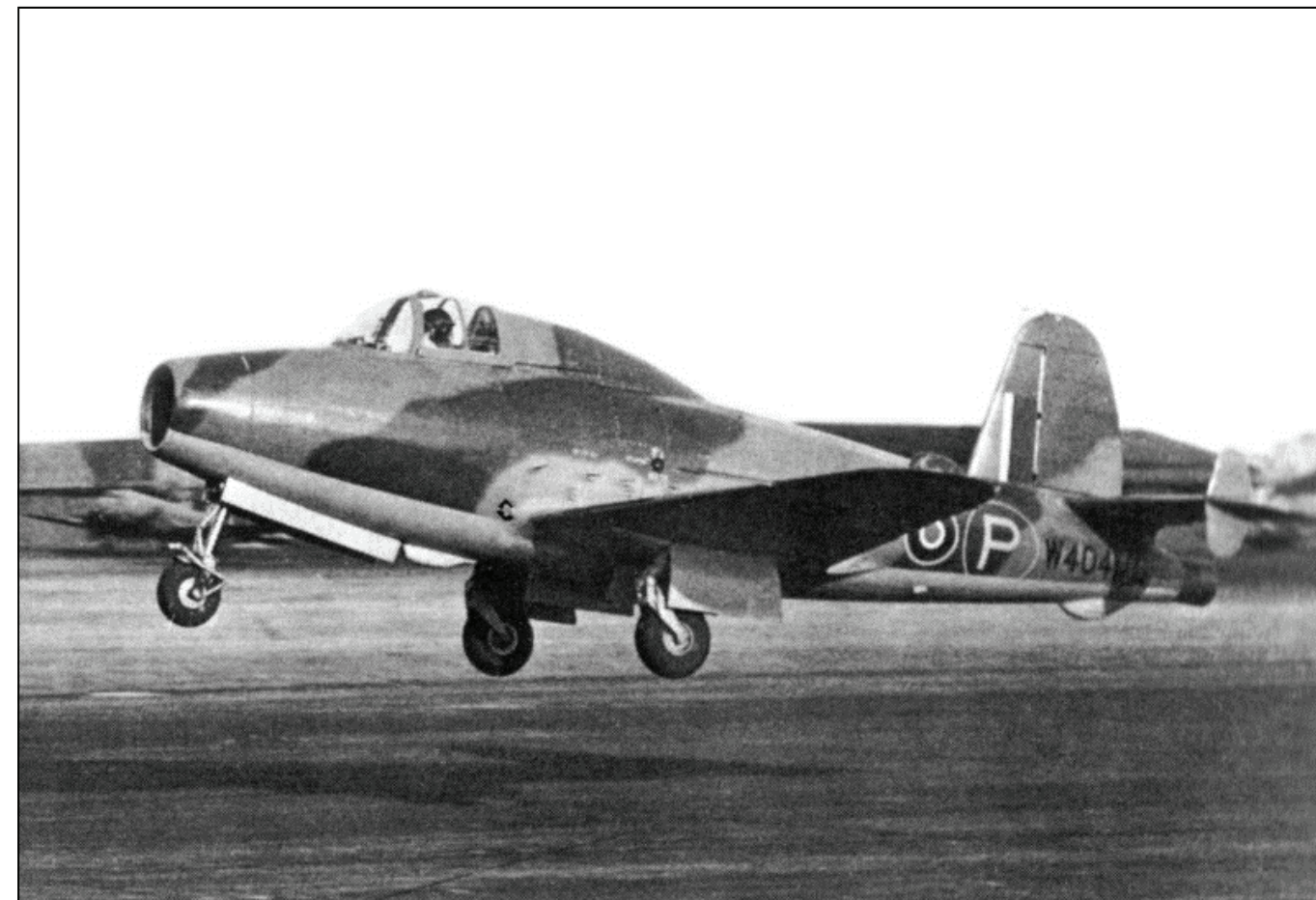
In addition reductions in size of the NW and SW restricted zone boundaries will remove a safety risk created by the original boundaries generating bottlenecks for non-transponder equipped aircraft navigating around the edge of the zone.

Special arrangements will allow restricted flights to and from White Waltham, Denham, Fair Oaks and the London Heliport which remain in the Exclusion Zone. Other airfields close to the outer boundary of the Restricted Zone can apply for an exemption for aircraft immediately heading to or from, the outer boundary of the Zone.

It (at last) makes some sense. There will still be some whose operations will be adversely affected, but on balance the revised restrictions are a much more realistic assessment of security versus disruption to law-abiding aviators. For full information on the restrictions log on to: <http://olympics.airspacesafety.com>



HAA CELEBRATES BIRTH OF JET AGE



In recent years the Historic Aircraft Association Annual Symposium has become noted for its spectacular line-up of speakers. Past events have seen leading lights including John Moffat, the last survivor of the Swordfish pilots to attack Bismark and former 617 Squadron and Battle of Britain pilot Tony Iveson, giving a unique insight into flying their historic aircraft.

This year's speakers at the Historic Aircraft Association's Annual Symposium at the RAF Museum, Hendon on Saturday 22nd October will celebrate 70 years since 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. 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.

VAC members are always cordially welcomed to HAA events. For further information and to book tickets for the day-long event, which includes buffet lunch and access to the RAF Museum, log on to the HAA website www.haa-uk.aero.

Steve Slater



General Aviation Awareness Council (GAAC)



Wind Turbines

The Government's continued focus on renewable energy should be applauded but the main method they are promoting is the use of wind turbines. Whether you agree with this to the exclusion of all other forms available is not questioned. The problem with turbines planned for construction on land is that they may affect aviation in one form or another. For GA this may be the location either within the circuit of an existing aerodrome or on the flight path to and from an aerodrome. Other sites that are creating issues are plans to construct them on the ridges of hills which may be dangerous to gliders ridge soaring, the military if in a low flying area or GA if bad weather should force an aircraft low to the hills.

From the Air Traffic Control aspect there is the major problem of radar clutter from these sites.

The GAAC represents GA on the Air Space Initiative Windfarm Working Group (ASIWWG) along with others from the CAA, DfT, MOD, NATS, DECC, etc. The aim is to ensure that wind turbines and anemometer masts do not conflict with the safe operation of aircraft.

The GAAC issued a press release on the 2nd August to make aviators aware of the threat and recommended measures to be taken if they notice plans for such turbines to be located near their aerodromes.

The press release goes on to say: "Your Local Planning Authority (LPA) may not be familiar with how GA operates and needs information. It cannot be stressed too strongly that it is in your interests to establish regular contact with your local LPA. Valuable information is contained in CAA document CAP 764, Planning Policy Guidance PPG13 and Planning Policy Statement PPS22. You are also strongly advised to visit the GAAC website at www.gaac.org.uk for further guidance. A new guidance document is being prepared by the ASIWWG and will be sent to you on receipt of your e-mail address". The first sign you may get is the erection of an anemometer mast! It is also recommended that all GA aerodromes are safeguarded and information on how to do this can be found on the GAAC website.

Draft National Planning Policy & Impact Assessment

The latest draft National Planning Policy Framework will affect the planning laws in the UK where, as they put it, *"the planning system has become overloaded with over 1,000 pages of policy statements and more than 6,000*

pages of supporting documentation, contained within a total of more than 200 documents. This has resulted in inefficient working practices and a system with contradictions". Whilst this might appear to be a good reason to change things, these more than 200 documents have evolved over many years to protect us all from voracious developers. Reducing this to the proposed approximately 65 pages will leave out some major safeguards and from the Aviation aspect, all of the defences we had currently held in the various Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

The section for "Transport" has one paragraph covering aviation, which states:

"87. When planning for ports, airports and airfields that are not subject to a separate national policy statement, planning policies should consider their growth and role in serving business, leisure, training and emergency service needs. In doing this, planning policies should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation".

The really damning statement is in the Core Planning Principles, paragraph 19, bullet point 2, where it states *"Decision-takers at every level should assume that the default answer to development proposals is "yes", ..."*.

All this means that if a developer wishes to build a housing estate or industrial estate on your local airfield, the answer is "yes" and you will find it hard to prevent it. Paragraph 87 mentions a national policy statement and the DfT have produced such a statement for "Developing a sustainable framework for UK aviation: Scoping document". This covers the commercial aviation aspects but have a couple of references to GA. In spite of the very small environmental impact of GA, this government has to be seen to be doing something. The consultation ends on the 30th September and our input will be made via the GAAC.

Further impacts to the UK planning system have recently been noticed by the Motor Sports people in another government consultation document called "How change of use is handled in the planning system – tell us what you think". A section of this relates to the current 28 day rule, which many use for the limited flying operations from farm fields.

John L Broad



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