



Dedicated

COUNCIL AIRWAVES

There's no such thing as a free lunch

By Rob Grimwood

HOW many times have you wondered what we council members do for a free lunch at BMAA HQ? Well, here are some of the important topics that we are working on at the moment.



The last official BMAA strategy paper was written by the strategy sub-committee three or four years ago, and was generally adopted by the council. Moving forward over the next few years, we feel it is vitally important that we have a clear vision as to our aims and objectives.

To this end, we have scheduled an extra meeting in early September purely to review and update our strategy document. At the last AGM, the chairman accepted the

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challenge of increasing the membership by 500 members over the next five years, and how we intend to achieve this will form one key part of the meeting.

The 600kg weight limit is another very important topic which is taking much of our time.

With many of the other European countries already set to extend their microlight weight limit to 600kg, we don't want to be left behind, and we are working closely with the CAA to develop a route forward where we can take advantage of this increased weight limit.

This means that we have to think about airworthiness codes, licensing and many other issues, but also to make sure that we don't lose any benefits we already have as microlight pilots.

We are also discussing areas where the BMAA may need to change in order to achieve this. □

Pay attention at the back, Jones Minor

Safety Officer **John Teesdale's** comprehensive guide to avoiding nasty mid-air meetings with other chaps or chapesses



Rule No 1: Don't hit anything

The aim of this article is to help prevent you from being involved in a mid-air collision or coming close to one, which these days is called an airprox. A leaflet from the UK Airprox Board is included with this magazine. Please read it and take heed.

If you don't believe that there are only five seconds to impact, in the June *eMF* was a Youtube video of a flexwing pilot who had an airprox with a Cessna. If you missed it, Google "Skyflybri near miss" and it comes up top of the list.

He has a lookout at 50 seconds. At 1:10 the Cessna appears in his two o'clock, and five seconds later it passes underneath him. Just. He sees it in the nick of time and initiates a climb. Although the Cessna legally had right of way, it seems clear he hadn't seen the microlight or he would have taken avoiding action.

This isn't an isolated incident. Recently, there have been several cases where microlight pilots thought their safety had been compromised:

- A flexwing in circuit at his home airfield had a close call with a Spitfire passing through. He saw the shadow on the ground first.
- Another flexwing in the circuit at another airfield had a close call with two Hercules transports flying low level. You can read the report on the UKAB website: go to airproxboard.uk and search for airprox report 2018005.
- Some paragliders were slope soaring at a known and listed site in Wiltshire when a Hawk jet flew through at 350kt. The Youtube of this was also in *eMF*, and this report too is on the UKAB website, number 2018012.

So what can we do to reduce the chances of an airprox?

Advertise

Tell everyone where you are. Make sure your site is listed on aeronautical charts. You can't expect people to avoid you if they don't know you are there. Share information with other air users in your area.

My flying school is in a very busy AIAA. We meet other airspace users regularly at the Regional Airspace Users Working Group (RAUWG) to discuss our aircraft movement numbers,



flight times, speeds and areas of operation. The main aim of each RAUWG is to act as a collaborative forum which seeks to reduce the risk of mid-air collision.

RAUWGs give shared airspace users, both military and civilian, the opportunity to liaise with each other in a relaxed and informal environment. Meetings are held across the country every six months, normally at a convenient RAF station. You are invited to contact your local group and get involved. The contact numbers are overleaf.

Tell everyone about special events

Use the CANP procedure to put your activity into the Military Low Level Avoidance system. This is especially useful if putting on a flying event at a site not usually used for such an activity. See *CAA Safety Sense Leaflet 18 – Military Low Flying*. (Google CAA Safety Sense Leaflets and click on No. 18.)

Notam your event

If it's practical, a quick call to any nearby ATC units will give them specific situational awareness of the activity, and in return they might be able to inform you of any possible issues they know of.

Before you fly, plan ahead

Check the Notams just before you go flying, not the day before. You can use the plain text official NATS website or graphically on Skydemon etc.

Think about what you are likely to come across on your route. What will you expect to see? Are you passing close to an airfield, gliding site, parachute dropping zone or heliport, or crossing military low level routes?

If not passing through controlled airspace, plan to avoid it by a good margin (use "Take 2" guidance). Avoid flying through instrument approach paths, indicated by the chevrons in a long V in the runway approach direction. For every mile along the feathers that V from an airfield, expect aircraft to be at +300ft above airfield elevation (eg 3nm = +900ft, 5nm = +1500ft, etc). Beyond 5-6nm out, they may be level at 1500-2000ft as they track in, and so not following this rule of thumb.

Do you have a robust "Plan B" if the weather starts to deteriorate? Who would you talk to on the radio to get some help?

Plan and rehearse your arrival at your destination (see later).

Make yourself conspicuous visually

Fit strobe lights. These are extremely effective when the weather gets a bit murky.

Fit a landing light – and leave it on if current drain allows.

If it's feasible, fit some "glint tape" to an upper structure, especially a movable structure if there is one – you'd be surprised how far you can see a flash of light from these on a sunny day (British weather permitting!).

Make yourself conspicuous electronically

The number of electronic conspicuity devices is growing. We have TCAS, ADS B, Pilot Aware and Flarm. All these systems will increase your chances of seeing others and being seen, but never forget that not all aircraft have all or any of these systems – they are not a substitute for a good lookout.

If you have a serviceable transponder, then as of October 2017, legally it must be switched on, with all modes selected.

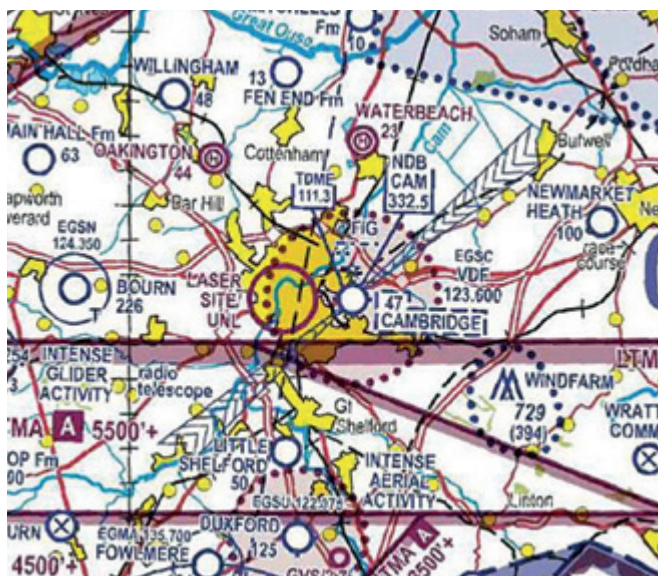
Remember, its only...
FIVE SECONDS TO IMPACT!
EYES OUT / LOOK OUT / LISTEN OUT

UK AIRPROX BOARD
For more Information visit www.airproxboard.org.uk

Aviate – defensively and with due diligence

Lookout, lookout again then lookout some more. There isn't room here to go into the mechanics of the eye, but be aware that it has some serious limitations. Use a thorough scan technique. Make sure you look around blind spots like screen pillars. Teach your passenger to look out too.

Flying defensively means never assuming that other pilots or ▸



Avoid flying through ILS approach paths marked with chevrons, in this case for Cambridge Airport



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Regional Airspace Users Working Group (RAUWG)

Area	Hosting Unit	Point of contact	Telephone
Central Southern England	MOD Boscombe Down	DSATCO	01980 662994
East Anglia	RAF Marham	SATCO	01760 337261 x3425
East of Scotland	RAF Leuchars	SATCO	01334 857280
Lincolnshire	RAF Cranwell	SATCO	01400 267283
London (<i>location varies</i>)	RAF Northolt	SATCO	0208 833 8364
North of England (<i>location alternatives</i>)	RAF Leeming RAF Linton-on-Ouse	SATCO RAF Leeming	01677 457229
North of Scotland	RAF Lossiemouth	SATCO	01343 817414
Oxfordshire	Oxford Airport	SATCO RAF Benson	01491 827008
Wales & West Midlands (<i>location alternatives</i>)	RAF Shawbury RAF Valley	SATCO SATCO	01939 250351 x7231 01407 762241 x7204

▷ ATC are looking out for you. It also means that if you see a threat, take defensive action. Has the other person who should give way to you actually seen you? Maybe they aren't looking your way or they're concentrating on the ground, their chart, their tablet, the instruments or their passengers.

Don't get distracted. Do not allow passengers or anything else to disrupt your task rotation. Lookout must remain your top priority.

UKAB recommends that 80% of the time should be spent productively looking out (not just glancing around), and the other 20% of the time only in short bursts of focus on other activities.

Navigate ahead of the aeroplane

Maintain situational awareness and navigate well ahead. By all means use GPS to confirm, but keep the chart up to date too.

Ensure you can work all your gadgets without having to think about it. Every second you spend fiddling with a gadget is one of the five seconds to impact.

Get help from ATC if needed, and sooner rather than later. Being unsure of position is very distracting, and lookout will suffer.

Communicate – it's good to talk

The radio will never supersede a good lookout, but it certainly helps improve everyone's situational awareness. You can only learn so much about other aircraft near you by keeping a good lookout. Listening and talking gets you the bigger picture.

Get some help. There are a number of air traffic services that can help improve situational awareness if pilots use them.

Don't be afraid to use a Basic, or if transponder-equipped, a Traffic service. The latter is preferable because, unlike a Basic Service, the controller will be actively tracking your height and will provide radar-derived traffic information to assist you in avoiding others, although responsibility for collision avoidance still remains with the pilot.

The controller will pass information on traffic that will pass within 3nm and 3000ft, and should give that information before the traffic is within 5nm.

In theory, you'll be passed information that's pertinent to you in time for you to think about changing your course or height, but you won't get avoidance advice (and ATC might not even know the height of the other traffic if it's not squawking). So if such action is needed, it's your responsibility.

Arriving at your destination, stay alert

Due to traffic density, many airprox happen close to airfields or in the circuit, so you need to up your concentration just when you'd like to relax.

Planning is key and must be done before take-off, not during the approach, unless you've been forced to divert.

Have the airfield plate (runway and circuit plan) ready to hand so you don't have to hunt round the cockpit for it. Is it overhead join or live? Circuit direction and height? Where are the avoid areas? Again, any time you spend reading the airfield plate, you are not looking out.

Before you get into the airfield overhead, rehearse in your mind how that overhead join is going to work, and if you don't know where all the other aircraft are in the circuit, stay in the overhead until you do.

Maintain situational awareness visually and by using radio. As you approach, build up a 3D image of where everyone is and slot into the pattern.

Remember that the whole point of a circuit pattern is to give order and prevent collisions. This means that every pilot knows where other pilots should be and can manoeuvre safely. If you do something different it causes chaos, is alarming and downright dangerous. If you have to deviate from procedures for any reason, then tell everyone on the radio so they know what you're doing.

So, you've safely navigated the circuit, taxied in and hit the café. Well done!

But what if things didn't go so well and you had an airprox. What should you do?

Firstly, try to stay calm. Easier said than done, I know. Write down the time, your position and altitude. Also important to note are your heading at the time and the direction from which the conflicting aircraft approached.

If you are on radio, report it to your ground station first. This is really important because it cues ATC and other pilots to note down what they were doing at the time, so that they're able to help the UKAB reconstruct what happened afterwards by saving radar recordings, radio transcripts etc.

When you land, you can make a full report to the Airprox Board: go to www.airproxboard.org and click on "File an Airprox".



If this is the view from your cockpit, you may be in a spot of bother

There's also an app for that! Type "UKAB" or "Airprox" into the App Store or Google Play search functions and you can download an electronic version of the reporting form, read airprox information, review UKAB reports, and much more.

It's really important to report an airprox. The Airprox Board will analyse the information and publish any recommendations to help prevent a similar occurrence in the future.

You may find one day that another pilot files "against" you. Don't worry, your name will not be used in the reporting, and the board does not seek to blame, chastise or punish. It only seeks to establish the level of risk and make recommendations. □

With thanks to Steve Forward at the UK Airprox Board and Rob Mott at the BMAA for flagging up the video that kicked this off.

Recommended reading: Much of the above article is lifted from the Airprox Board's 2017 campaign magazine. This is still available on line, together with a great deal of other useful information, at airproxboard.org.uk/Topical-Issues-and-Themes.

New or re-registered microlights

G-reg	Aircraft type	Owner	Town
CEZH	Aerochute Dual	Simon Askew	Melton Mowbray
CKVY	EuroFox 2K	Paul Sibbons	Cambridge
CKXP	Hummerchute	Gerard Stokes	Sutton Coldfield
CKXZ	Team Himax 1700R	Steven Richens	Swindon
CKYG	EuroFox 23K	Frank Ogden	Haywards Heath
CKYI	Dar Solo 120	Peter Kelsey	Edinburgh
CKZF	Quik GTR	Timothy Southwell	Spalding
CLAK	Sherwood Scout	The Light Aircraft Company	Fakenham
IRLI	Quik GTR	Ronald Holness	Porthcawl



CLUBS! Planning an event? Mail details to mfeditor@bmaa.org for inclusion in Flight Plans.

READERS! Dates and details of events notified to the BMAA are subject to change and we cannot guarantee their accuracy. Please use the contact details to check with organizers before going to an event or making bookings.

4 Aug: DUNKESWELL. **Record Attempt for Charity** for the most landings and takeoffs in one day. Helpers and aircraft owners needed. See *News* this issue.

10-12 Aug: PERTH AIRPORT (EGPT). **Scottish Aero Club Fly-in.** Barbecue on the Friday night, lectures and seminars on Saturday, as well as a range of flying displays and ceilidh with a live band. Free landings all weekend, free camping on site, lots of interesting sessions and some great free entertainment. For details contact events@scottishaeroclub.org.uk or call the SAC office on 01738 550055.

11-12 Aug: BODMIN. **Summer Vintage Wings & Wheels.** Our special quests for 2018 are the Vintage Aircraft Club and local classic car clubs. Tiger Moths in action both days. Contact Pete White on 01752 406660, 07805 805679 or pete@aeronca.co.uk.

18 Aug: MANCHESTER BARTON (EGCB). **Fly-In at Barton Aerodrome.** Details on bmaa.org/files/fly_in_manchesterbarton_2018.pdf.

25-26 Aug: SANDOWN, IoW. **Spamfield.** The biggest microlight gathering of the year. Don't miss it! More on www.eghn.org.uk.

31 Aug – 3 Sep: WINGLAND AIRFIELD. **Weekend fly-in.** Raising money for Air Ambulance and Macmillan Cancer. Music and camping, bacon butty breakfast Saturday and Sunday, barbecue Saturday lunchtime, chilli and rice in the evening, bouncy castle, home-made cakes (Jenny's Famous Lemon Drizzle), tea, coffee and cold drinks all day every day, raffles. For more information, contact winglandairfield@aol.com.

com or 01406 362448.

1 Sep: SUTTON MEADOWS. **Cambridgeshire Microlight Club Fly-in.** Sunday **2 Sep** if Saturday weather unsuitable. Midday barbecue, warm welcome for all, no landing fee. Visit cambsmicrolightclub.co.uk for field info or contact Pete Robinson at 01353 778446 or 07799 545705.

15-16 Sep: BODMIN. **Cornwall Strut Fly-in.** Join us for the rebirth of the strut. Contact Pete White on 01752 406660, 07805 805679 or pete@aeronca.co.uk.

22-23 Sep: SANDY. **Show & Tell National Competitions.** Weekend fly-in for competition taster day and evening social. Come and have a go at a competition-type task or two, and enjoy Sandy Flying Club's legendary hospitality. Overnight camping available. Info: mary.russell@tiscalic.co.uk, www.bedfordmicrolightcentre.co.uk/.

22-23 Sep: MANCHESTER BARTON (EGCB). Fly-In at Barton Aerodrome. Details on bmaa.org/files/fly_in_manchesterbarton_2018.pdf.

29-30 Sep: COTSWOLD AIRPORT. **Cotswold Airport Revival Festival.** Vintage and wartime extravaganza. For details see cotswoldairport.com/events/286.

No fixed date: **Druridge Bay Fly-in.** A Northern Aviators event in aid of the Forces Children's Trust. See druridgebayflyin.weebly.com. No landing fee, just a donation of your choice to our charity. Barbecue, beach and free camping at a beautiful location. For details contact Chester Potts on 07590 012108.

No fixed date: **Isle Of Mull Fly-out.** A Northern Aviators event. See mullflyout.weebly.com. Visit one of Scotland's most beautiful islands. Hotel on site and accommodation nearby, free camping and Tobermory nightlife! All aviators welcome for a social and a few beers. Contact Chester Potts on 07590 012108.

International events

1-2 Sep: FRANCE. **ULM Blois.** Annual international fly-in incorporating homebuilding and microlight show. See www.ulmblois.fr. □