

LAA RALLY



The Homebuilders' Centre presents the ideal opportunity to learn about building, restoring and maintaining an aircraft



(Above) A nice line-up of Europas – part of the almost 1,000 aircraft that flew in last year

(Left) The BBAC will be launching balloons in the early morning and evening

Yes folks, it's that time of the year again, when we can meet at Sywell and indulge ourselves in three days of aircraft and friendship. The Rally has only been back with us for four years but it has firmly re-established itself as the major event not only of the Association but also of UK sport and recreational aviation, and 2013 promises to be bigger and better than ever.

The dates for your diary, if for some reason you have yet to add them, are Friday 30 August, Saturday 31, and Sunday 1 September. Let us all hope that this glorious summertime weather is with us during our grand event.

It's always difficult to forecast what aircraft will appear at the Rally when weather, technical issues and any number of other gremlins can spoil people's plans but rest assured you will certainly see plenty of interesting aircraft from the humblest microlight to the rarest antique. Among those planning to arrive is the French Reconstructions & Répliques Avions Anciens with their three-quarter scale Mosquito replica, which gave a spirited display at the RSA Rally in Vichy recently. They confirmed at that show that Sywell was still very much on their radar.

There has also been a good number of aircraft completions over the past year or two, both of contemporary types and vintage rebuilds so it is highly likely that many of those will show and add to the abundance of superb

LAA RALLY 2013



*The LAA Sywell Rally: 30 August to 1 September.
The UK's biggest and best fly-in event.
A preview by Brian Hope*

aircraft flying in. And remember, as a member you can access the aircraft park and inspect the aircraft close-up. If you are a potential builder or owner, what better way to compare the pros and cons of the various designs on offer and discuss build and ownership issues with their owners?

This year will see a repeat of the hugely successful Homebuilder Centre, which was reintroduced last year thanks to the efforts of Dudley Pattison and his colleagues from the Wiltshire Flyers. This year the Homebuilder Centre forms part of a very welcome sponsorship from Light Aero Spares, who have been supporters of the LAA and before that the PFA Rally for many years. We thank them for their greatly valued support.

A packed marquee includes a jet-powered SSDR microlight, the Zigolo SSDR, an SE5A, Chilton, KR2 and many more projects, plus a new display by LAA Engineering, which will be manned by representatives from the Engineering Department for the full three days of the event. There will also be metalwork and woodwork demonstrations from the LAA ET Training Courses, plus fabric (just outside the marquee) from our American friends from Poly Fiber and Tony Young from Aircraft Coverings Ltd. And I must mention the Fleamarket, an ever popular opportunity to sell your unwanted aircraft parts, avionics, etc, or to pick up a bargain.

The Exhibition area is filling fast and three marquees and a large outside area will be devoted to kit suppliers, pilots supplies, avionics and so much more. We have it on good authority that traders love to come to the LAA Rally because our members not only come to look at and discuss what is on offer – they spend money too, so traders always bring plenty of stock. There will certainly be deals to be had, whether you are buying oil and plugs or considering a new radio, transponder or even a complete kit. Mode S and 8.33? Why not come and see what is available and talk about the pros and cons with the experts?

Visiting any event you want to have at least a few creature comforts and we are fortunate that Sywell Aerodrome is an ideal location for a Rally. With a well-serviced campsite (hot showers and regularly cleaned WCs), a café, food stalls in the exhibition area and the Aviator Motel restaurant, plus plenty of local hotels, personal requirements are well looked after. Whether you come for all three days or just for one you won't be left wanting. We will have tables and chairs in the exhibition area not only for having food and drink but also to rest awhile and chat to friends.

For those staying over, and I really do recommend that you do, there is ample to keep you entertained during the evening. Hangar One's bar will as usual be open and food will

be available from early evening. Friday will be given over to background music so that there is an opportunity for a drink and chat, but Saturday night is party night and with a beer festival on the go there will be an eleven-piece band – Five Star Swing – presenting three sets: first Glen Miller, then Swing and finally music from the Blues Brothers. Saturday evening also sees the presentation of the Rally awards, again supported by Light Aero Spares.

Don't forget to register with the Awards Team who will be based at the Airside Passes tent if you want your aircraft to be considered by the judges. You can register up till lunchtime on Saturday. A list of the Rally awards that are up for grabs can be found on the LAA website www.laa.uk.com

The British Balloon and Airship Club plans to launch balloons in the early morning and early evening – always an inspiring spectacle. If you are a balloonist you are welcome to join in, please co-ordinate with BBAC.

Plenty to see and do then at a great venue. Do come along and have a great day or a complete weekend, and be part of this special annual aviation event. We'd love to see you.

Have a safe and happy flight or drive to the Rally. We look forward to welcoming you. Further details about the event can be found at www.laa.uk.com ■

LAA RALLY

RALLY DETAILS

Opening Times

Friday: 8.30am to 5pm
Saturday: 8.30am to 5pm
Sunday: 8.30am to 4pm

Arrivals by road

Free car parking is available
Disabled parking area available

Admission charges

are held for a fourth year
Members of LAA, BMAA and BRA: £5 covers all three days and airside access (please ensure you bring your current membership card as there is no facility to check whether you are a member at the pay desk).

Non Members: £10 covers all three days.

Non Member airside access: £10 per day.

Accompanied Children under 16: FREE.

Camping: the campsite is open from Thursday August 29 till Monday morning September 2. Camping per unit (a tent, caravan or motor caravan) is £30 for any length of stay during that period. A discounted fee of £20 is available if booked online at the LAA Shop: www.laa.uk.com – the last date this is available is Friday 23 August as the office has to mail out your campsite pass.

Arrivals by air: a £10 landing fee covers all three days for the pilot and passengers. This gives pilots an ideal opportunity to bring a friend along rather than fly with empty seats. Why not bring a buddy and introduce them to what the LAA is all about? You are welcome to camp beside your aircraft and use the facilities on the dedicated campsite.



GETTING TO THE RALLY

By road

Sywell is not difficult to reach by road as it is within reasonable striking distance of the A45 between Northampton and Wellingborough. It is well signposted as 'Sywell Aerodrome' and the post code NN6 0BN will take you there via your satnav. There are also plenty of directions on the Sywell Aerodrome website at www.sywellaerodrome.co.uk

By air

The LAA and Sywell Aerodrome wish to encourage pilots to fly into the LAA Sywell Rally but as you can imagine with perhaps over 1,000 aircraft arrivals over the three days of the event, the airspace can become very busy indeed. Such densities of traffic require strictly adhered to arrival and circuit procedures to maintain safe operation – you cannot simply call up from five miles out and ask for joining instructions! Unfortunately, despite the Rally being covered by a Notam and, more importantly perhaps there being a RA(T) in place of 4nm radius and up to 3,500ft amsl, we have in the past experienced 'pilots' bowling into the circuit unannounced and causing mayhem. Neither Sywell nor the LAA wishes to spoil anybody's day, but safety has to be paramount and there comes a point where such a dreadful lack of airmanship cannot be excused.

The procedures are relatively simple and are designed to provide good flow and separation to the two runways – parallel hard and grass. A good lookout and the ability to space yourself adequately from the aircraft in front of you is absolutely essential.

The first requirement is that you book an arrivals slot on the Sywell website at www.sywellaerodrome.co.uk/bookings.php

The arrivals slots are spaced at two per minute, but note that it is not a strict or rigid system; its primary aim is to create a safe and steady flow of traffic. Inevitably there are busy times, typically from mid-morning to early

afternoon, so if you want to arrive at a quieter time avoid 11am till 2pm. Bear in mind also that from around 4pm departures pick up pace; arriving against the busy flow of departing traffic is best avoided.

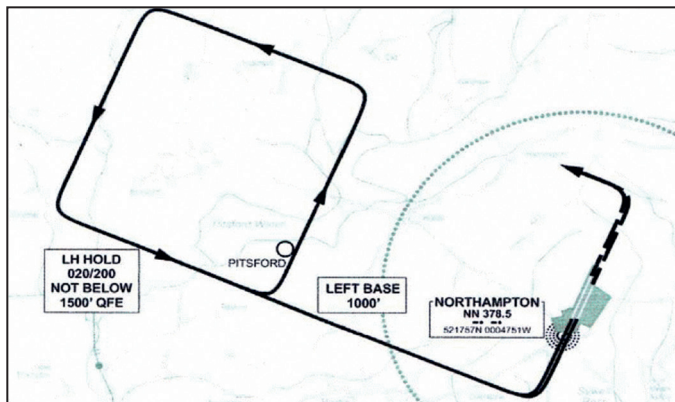
First arrivals are from 0830 each morning. Pilots are requested to try and adhere to their slots but if weather or unserviceability on the day affects that slot and a new one is required, please telephone Sywell AFIS to rearrange your slot on 01604 644917.

Having made your booking, download the AIC from the same area of the Sywell website. At 32 pages it can look rather daunting, but the vital sections on approach and arrival procedures are on pages 19-22, with after landing taxi instructions featuring on pages 23/24.

Runways available for both arrival and departure will be 03L/21R Hard (LDA 1000m) and 03R/21L Grass (LDA 671m). They are parallel runways and are 104m from centreline to centreline. For this unlicensed event they may be used as parallel runways for landing, with caution, but there will be no parallel departures.

What follows is the fundamental arrivals procedure for the two possible runway directions, 03/21. It is not intended to supplant the published AIC, in fact it is only a précis of the arrivals procedure but LAA and Sywell Aerodrome wish to make it clear that for the duration of the Rally (August 30,31 and September 1), there are specific procedures in place that must be adopted by all pilots flying to the event. We hope too that pilots will realise that the procedures are not at all complex so they might consider flying in. Remember, if you are intending to fly in, book a slot, download and read the full AIC and have it available in the aircraft to consult.

So, inbound to Sywell, monitor Sywell Information on 122.700 for Aerodrome information and then proceed to Pittsford Reservoir to the NW of the field. No radio call is necessary.



LANDING 03L HARD AND 03R GRASS (left)

Join the Pittsford hold in an anticlockwise direction, not below 1,500ft and when traffic density allows. Depart from the southern leg of the hold on a track of 120 at 1,500ft QFE, remaining north of Moulton. There must be no overtaking or orbiting once you have left the Pittsford Hold.

Cross the A43 to Overstone Park and descend to 1,000ft QFE.

Turn final for 03 at Overstone Park.

Split for 03L Hard – landing lights on if possible – or 03R Grass – landing lights off.

When number one on final transmit aircraft type, full registration and 'Final 03 Hard' or 'Final 03 Grass'. Land when runway is clear.

The primary parking area is East Parking, the main portion of the aerodrome. From the 03L Hard runway you must continue to exit right onto taxiway Bravo; from the 03R Grass you can exit right when safe to do so. Follow marshalls' instructions to parking.

Go-arounds climb to 2,000ft QFE on runway heading and then turn left to return to Pittsford Hold.

LANDING 21R HARD AND 21L GRASS (right)

When safe to leave the Pittsford Hold track 080 from the end of the southern leg of the hold south of Holcot at 1,500ft. There must be no overtaking or orbiting once you have left the Pittsford Hold.

At the A43 turn left onto right-hand downwind and descend to 1,000ft

Turn onto right base as traffic allows.

Turn onto Final and split for 21R Hard or 21L Grass. If possible, for 21R Hard runway select landing lights on, for 21L Grass landing lights off.

When number one on final transmit aircraft type, full registration and 'Final 21 Hard' or 'Final 21 Grass'. Land when runway is clear. Follow marshalls' instructions. Go Arouds climb to 2,000ft on runway heading then turn right and remaining clear of the inbound traffic, rejoin the Pittsford Hold.

