



Members' Newsletter

The News Letter of Coventry Aeroplane Club

Issue 2. Winter2017



Annual Dinner

The Club's Annual Dinner and Awards Ceremony took place on Friday 24th November at the Coventry Golf Club.



A great night was had by all, with the usual excellent hospitality provided by the golf club. We celebrated the success of eleven first solos, three PPL licences and one IMC rating, along with the winners of the club's trophies, all of whom are listed below.

It was an excellent opportunity for club members to enjoy one another's company and for the older and newer members to get to know one another better. Everyone had a thoroughly good time and the evening was completed with the now traditional paper aeroplane throwing competition - this year with a bit of a twist! Congratulations once again to everyone who has achieved their goals this year and a big thank you to everyone who has offered their time and help - the club would not be where it is without you. See page 2 for this year's winners.

We wish all our members a very Merry Christmas and a Happy New Year



AND THE AWARD GOES TO.....

HL Johnson Trophy (Best progress during year) – **Ben Jeyes**

HM Woodhams trophy (Dedicated Club Service) – **Mike Konrad**

Gregg Trophy (Navigation) – **Jas Pannu**

Roger Web Trophy (Commendable flying endeavour) – **Anthony Willis**

JJ Parkes Cup (Notable administrative contribution) – **Ron Pritchard**

Coventry Evening Telegraph Trophy (best performance by an ab initio student pilot) – **Greg Burns**

Ladies' Cup – **Lauren Tilsley**

Ray Pennycook Cup (Outstanding airmanship) – **Stefan Winkvist**

New Mac Trophy (Young Member) – **Alex Holmes**

Midland Daily Telegraph Trophy – **Stefan Winkvist & Anthony Ryan**



Scrolls were awarded to new PPL holders
and for first solo

Coventry Airport News

Manager of Air Traffic Services



Paul Brown has taken up his post as Manager of Air Traffic Services at Coventry Airport. It is anticipated that the AFISO service will commence in February 2018. Paul (with Andy Hixon (Airport General Manager)) has

visited the club and met with the Chair & Vice Chair

Southern Gateway Project

There are plans to redevelop much of the area to the south of the airfield and build a new link road from the site to Rowley Road. This will mean that many of the tenants at the Western end of the field will have to relocate and the link road may cause the loss of part of the runway at the 05 end. The plans are available here

<http://www.roxhill.co.uk/portfolio/coventry/>

Membership Renewal 2018

Membership and aircraft parking fees both become due on 1st January, 2018.

Membership fees are once again £225 for full members with a £25 discount if you renew on or before 31st December. Social membership remains at £30.

The easiest way to renew is online here:- <https://www.covaero.com/shop>

- Alternatively, you may
- pay in person at the club Ops desk
- Send a cheque for the amount due & payable to "Coventry Aeroplane Club"
- Phone the ops desk with your credit/debit card details

Invoices for aircraft parking have been issued. Once again there is a discount (10%) for payment on or before 31st December.

If you have not received your invoice please contact us.

The Flight of the Mega-metre.

Club members Stefan Winkvist & Anthony Ryan take G-OGEM a PA28 Archer to Sweden

"A mega-what?" asked Anthony. "A mega-metre" Stefan re-iterated. "A million metres. From Coventry. What do you think?" And so was born the idea of flying a million metres from Coventry – and back of course. The only thing left to decide was where to go. Well that bit was easy. Stefan is Swedish; the Swedish town of Trollhattan at a crow-flies-distance of 1093km (er...1,093,000 metres) fitted the "mega-metre" criteria so it became a case of doing the A-check and go flying!

Day 1 (Sat 16th Sept) - Coventry – Oostende

As is often the case with flying in the UK, day 1 of the big trip was largely spent at the clubhouse, checking the weather over and over. A parallel day trip across to Le Touquet by other club members had already been scotched – getting to Le Touquet didn't look too bad but getting back to Coventry later in the afternoon looked a bit dicey. We had the luxury of not needing to return to base so, at around 3 o'clock in the afternoon we headed off for Oostende.

The first half of the leg was characterised by poor visibility, IMC and an associated IFR transit over Stansted. Was the entire trip going to be this intense? We had been hoping to do at least a notional amount of sightseeing whilst flying! Thankfully, as we transited Southend, the skies opened up a little and the sun shone though. We climbed up to 6000', coasted out over the channel, said goodbye to London Information and hello to Lille Information. As we coasted in, close to Calais, we flew directly over the French Channel Tunnel portal and its rather impressive vents. Changing to Oostende Approach, we were guided into the Koksijde and Oostende CTRs for a touchdown on runway 26 at Oostende – we were on our way!

Oostende – Monchengladbach

Customs at Oostende cleared us into the Schengen area which meant we could fly the rest of the trip without having to do customs again. After topping up the tanks we set off on our second leg. The timing was tight but the plan showed that we could just make it into Monchengladbach before closing time at 20:30. It became clear fairly quickly that the controllers en route were very easy going; we called up and got class D transits through Antwerp and Kleine-Brogel with almost no effort at all. Golf Echo Mike devoured the miles and gave us our first experience of night appearing to arrive somewhat early as we flew eastwards. Distant showers and a lightning storm provided us with a fabulous light show from a safe distance.

Back to the job in hand, the miles may have been disappearing but so was the time and with just ten minutes before closing time at Monchengladbach we were showing almost ten minutes to run – and we still had to make an approach! Luckily for us, Golf Echo Mike had a couple of knots in reserve and Stefan greased it onto runway 13 with a full two minutes to spare. In behaviour typical of our Euro-GA experience, the lone lady manning the airport was unwaveringly accommodating as we fuffed with our baggage and paid the airport fees. She even helped direct us to local accommodation – you can't really ask for more than that.

Day 2 (Sun 17th Sept) - Monchengladbach – Hamburg

Sunday morning dawned with crisp, clear blue skies, perfect for flying. We wasted no time and departed runway 13, with a left turn out towards the Mike VRP and straight on till morning. We climbed straight up to 5000' and sat there for the next hour – not something you do very often in the UK! There wasn't a cloud in the sky as we sailed over the top of the old industrial heartlands. Osnabruck came and went, Bremen and the River Weser (plus another accommodating zone transit) and then on towards Hamburg. The morning's weather forecast had predicted less favourable weather arriving from the north and as we got closer the cumulus did indeed start building.

Before leaving the UK, we'd tried to plan for the smaller Hamburg-Finkenwerder airfield to the south of the city but it proved quite hard to get hold of the relevant people so we elected to go for Hamburg International just to the north. At least they ought to be open, right? Once talking to the Hamburg controller we were dexterously woven in with all the airline traffic, not to mention a bustling GA scene. It was mightily busy but mightily slick – a good model of how commercial



operations and GA can peacefully co-exist? Discuss! We had a Cessna orbiting to our left and a helicopter to our right when the controller asked "Would you like a sightseeing tour of the city before you land?" Mindful of our single engine and the need to be able to glide clear we declined but – wow – it was a nice gesture to have been offered! "In that case, follow the Lufthansa Airbus on final..."

The handling on the ground was a real thrill: a "follow-me" van met us on the taxiway and guided us to our ramp. The van also doubled as a luxury shuttle bus to the terminal. The driver was so enthusiastic, he paralleled the various taxiways and slid open the electric side door so we could take photos of the taxiing airliners. What a treat! As we ate (again) at a cafe overlooking the runway, that morning's weather forecast came true in all its glory and we were socked in. We'd made it as far as Hamburg but flying for today was complete.

Day 3 (Mon 18th Sept) - Hamburg – Roskilde

Food. PPR. Flightplan. Fuel. We were getting used to the routine! It turns out that getting out of Hamburg is just as slick as getting in. The fact that the controllers can get you off the ground at all in the morning bustle is testament to their skill. With a right-hand turn out from runway 23 to route via the November 2 and November 1 VRPs, this departure offered a superb view of a Ryanair 737-800 floating gracefully past on final. Tracking the Michaelsdorf VOR we climbed up to 5000' and watched those archetypal white fluffy clouds pass below. Life jackets were firmly on for this leg which involved another water crossing of around 22 miles from Fehmarn in northern Germany to Nysted in southern Denmark. Inbound to the Codan VOR and then a left turn direct Roskilde routed us perfectly round some cumulus which was building over land to the west.

As we got closer to Roskilde, we could see Copenhagen to the east and could just about make out the road bridge which connects Copenhagen to Malmö, Sweden. Into Roskilde's runway 21 and it was perfect timing for a spot of lunch before the next leg. As we parked up next to airworthy DC3 OY-BPB an EC-135 landed in front of us next to a Pilatus PC-12. Now this is GA, welcome to Denmark!

Roskilde – Trollhattan



We performed our ritual: grab something to eat, phone our destination (still eating), file a flight plan (still eating), refuel and launch (in-flight snack anyone?) Roskilde is in its own class D up to 1500' but everything higher belongs to Copenhagen. This makes for a fairly low escape from Roskilde and there was plenty of traffic around with a few masts and chimneys thrown in so it was all eyes outside. As we headed north the base of CAS climbed and so did we. Tracking the Sveda VOR, we breezed out over the Öresund Strait which connects the Baltic to the North Sea. We changed from 127.075 (Copenhagen Information) to 124.850 (Sweden Control), EKDK to ESMM, Denmark to Sweden, as simple as that. We'd made it – almost.

With about an hour left to run on our mega-metre challenge was there any chance we could have a sneaky zone transit at 4000' through the Ängelholm TMA? "Of course, no problem!"

What about through the Göteborg class C at 6000'? "Sure, come on international airport if you please!" Golf Echo Mike majestically wafted us along over the tops of scattered, fluffy cumulus but beyond Göteborg we could see the cloud base was lowering so, still in the class C, we called up to co-ordinate a descent. That was no trouble either; we just had to maintain 6000' for a few minutes while the controller got a BMI Regional CRJ from Birmingham into the airport. Small world eh? Once past that low hanging cloud we could see virtually all the way to Trollhattan. Such scenery...forests, lakes, flat plains, wooden houses and then there it was: Trollhattan's runway 33 rolled out in front of us like an aviator's red carpet. Whereas it may have been reasonable to assume that there would be a fanfare, perhaps with a marching band and crowds waving "mega-metre" signs for the visiting GA adventurers from the UK, we had to content ourselves with another buttery touchdown on the numbers and taxi to Gate Three. Well done Golf Echo Mike, you've earned yourself a rest.

in – right over the



*Trad Jazz
at
The Village Café*

"Terry Beano's Jazz Vets"

will be playing traditional
jazz each Wednesday
between 12:30 and 15:00

Everybody is welcome!

Adm £5.00 on the door

Airport passes for Airside Access

As the status of the airfield moves more towards GA activity, the need for standard airport security passes is also being reviewed.

At Coventry Aeroplane Club we are hoping to implement a simpler system of obtaining and renewing passes. We're working with the airport management to devise a system which provides the airport with an appropriate level of security but is less onerous for us.

This will be implemented in the coming months but, for now, the existing system remains in place.

If you need to obtain or renew your security pass please contact security@covaero.com

High Visibility Clothing

Air traffic services at Coventry may have changed... but airside at the airport remains a high-viz jacket environment.

Could all pilots ensure please that this requirement is met when using our apron or further afield?

The more conspicuous someone is when planes are moving past them, the safer they are.



Airport Christmas Opening times

24th December - close at 16:00

25th December - closed

26th December - closed

27th December Open 09:00

31st December close at 16:00

1st January 2nd open 09:00

2nd January – Open 09:00

Indemnities will be granted in the usual way, there will however be no staff on site between those hours for fuel or access.

Winter Flying: What should pilots know?

Cold crisp winters days can be some of the best days to fly: the air is clear and smooth, engines perform well, and the views are spectacular as anyone who has looked at social media recently will have seen.

There are however hidden dangers, to the airframe, the engine and the pilot that pilots need to be aware of as most GA aircraft are not certified for flight in known icing conditions

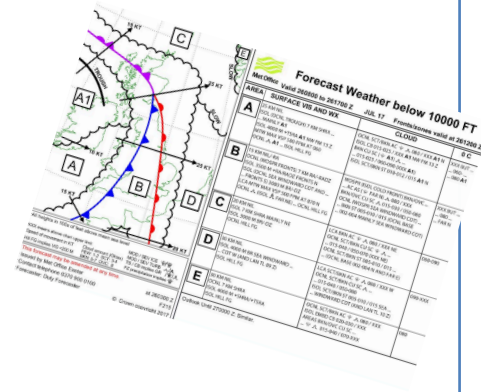
Be Prepared - check the weather

There are numerous sources of aviation weather, some with specific information on icing.

The UK Met Office F215 contains information about cloud levels and the freezing level. <https://www.metoffice.gov.uk/aviation/ga-briefing-services>

Weather online contains loads of useful stuff including freezing level forecasts <http://www.weatheronline.co.uk/cgi-bin/expertcharts?LANG=en&CONT=euro&MODELL=gfs&VAR=prec>

Gramet Aero gives a forecast of cloud levels (including tops) for a specific route at a specific time https://www.ogimet.com/gramet_aero.phtml.en



Dangers to the airframe

“Strange as it may seem, a very light coating of snow or ice, light enough to be hardly visible, will have a tremendous effect on reducing the performance of a modern aeroplane.”



These words are as true today as they were 75 years ago when said by Flight Safety Foundation (FSF) founder Jerome “Jerry” F. Lederer.

Ensure that the airframe is fully clear of ice & frost before departure. There is no such thing as a “little bit of ice”. It must be all removed.

Ensure all drains are free of water and / or ice including the propeller spinner

Check that the pitot heater works and know how and when to use it.

Check that the cabin heating system works (especially the demister.)

Be aware of the performance impact of contaminated runways/taxiways.

IF IN DOUBT, ASK AN INSTRUCTOR.

Be alert to Carb Icing

- Icing forms stealthily - make sure you know how to (a) avoid it and (b) recognise it when it happens.

- Some aircraft/engine combinations are more susceptible than others.

- Icing may occur in warm humid conditions and is a possibility at any time of the year in the UK.

- MOGAS makes carb icing more likely.

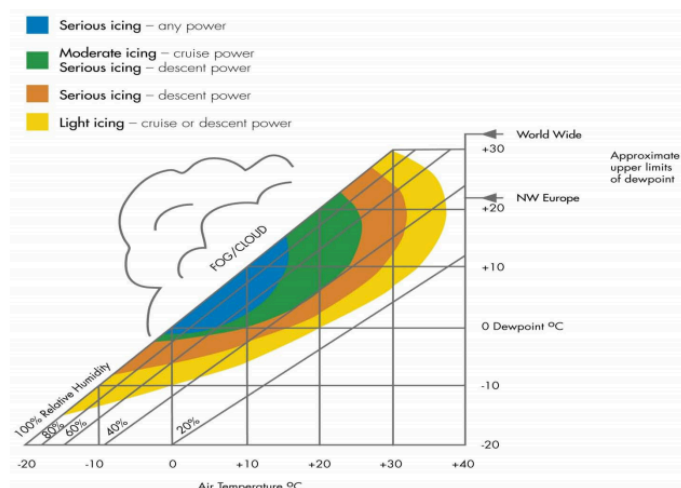
- Low power settings, such as in a descent or in the circuit, are more likely to produce carb icing.

- Warming up the engine before take-off improves the effectiveness of any carb body heat.

- Use full carb hot air frequently when flying in conditions where carb icing is likely. Remember the RPM gauge is the primary indication for a fixed pitch propeller; manifold pressure for variable pitch.

- Treat the carb hot air as an ON/OFF control – either full hot or full cold.

- It takes time for the heat to work and the engine may run roughly while ice is clearing.



Prepare yourself

- Ensure that you wear appropriate warm clothing. Aircraft heaters may fail or you may have to divert to an alternate airfield.
- Make sure that someone knows where you are going and when you'll be back
- Ensure that phone and tablet batteries are fully charged.

Further reading

CAA Safety Sense Leaflet 3 – (Winter Flying) <http://publicapps.caa.co.uk/docs/33/20130121SSL03.pdf>

CAA Safety Sense Leaflet 14 (Piston Engine Icing) <http://publicapps.caa.co.uk/docs/33/20130121SSL14.pdf>

Skybrary "In flight Icing" https://www.skybrary.aero/index.php/In-Flight_Icing

NZ CAA Aircraft Icing Handbook <https://www.skybrary.aero/bookshelf/books/659.pdf>

Flying Successes of 2017....

First Solos: - Matt Gittings, Jas Pannu, Ben Jeyes, Lauren Tilsley, Clive Medford, Greg Burns, Lewis Castle, David Ramirez, Simon Logan, Cliff Spencer, Yu Fu So & Ben Walker.

PPL:- Jessica de Melo, James Cleasby & Mark Beaman

Congratulations to all!



Your Committee

Coventry Aeroplane Club is owned by its members and run by a General Committee elected at each AGM. The committee members are also directors of the two limited companies owned by the club.

Current members of the committee are:-

Officers

Chair : Claire Leadbetter

Vice Chair : Anthony Ryan

Secretary : Rowan Smith

Treasurer : Nicki Badman

General Committee members

Paul Baker, Richard Coton, Peter Gibson, Kevin Lee, Stuart Robottom-Scott, Lauren Tilsley, Anthony Willis, Stefan Winkvist.

Head of Training/CFI : Mark Rawlings

Safety Manager: Richard Coton

Safety

....is at the heart of everything that we do. If you want to discuss or report a safety issue, email safety@covaero.com

.... And finally

We aim to produce these newsletters for Club Members quarterly.

What else would you like to see?

Do you have a flying story that you would like to contribute? If so we would love to hear from you!

Get in touch with any committee member or email committee@covaero.com

Do you use Social Media? Follow us here



There is also a [Facebook Group for Club Members](#) and a WhatsApp group (email the committee for information)– do join in the conversation!

