

Cov Aero

The Newsletter for Coventry Aeroplane Club Members

Issue 10 • Spring 2021



Tiger Tiger
Tiger Moth Memories

**North to the
Western Isles**
For some lockdown relief

Check your Meds
Medicals are going online



... News From The Field ...

Peter Andrews 1954 - 2021



Most of you will have by now heard the sad news that Peter Andrews passed away on 4th Jan 2021.

Peter joined the club almost immediately after gaining his PPL in the 1970s and was a regular club house attendee – so much so that we often joked that the building was his second home.

A lifelong avid aviator, he took the commercial-training plunge in his 30s and successfully switched his career from the shop floor at Land Rover to the left-hand seat of Norwegian 737s.

More recently, he had retired to Blackpool where he ran a B&B.

He was a friend to many of us and will be very much missed.

Rating Extensions

As we begin to emerge from hibernation post-COVID, the CAA is continuing to offer useful extensions/revalidation requirements to various ratings:

<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=10361>

Opening Time!

In line with government's latest guidelines our expectation is to now fully open the clubhouse three days after the government relaxation of the COVID rules. From **Thursday 22nd July** all areas will be available to club members to enjoy once more. However, we may still have to wear face mask indoors and almost certainly will be required to fill out the COVID questionnaire before entering the building, as we are all used to by now.



No pic, no pass!

You may have seen club members wandering round with stylish photo ID passes which indicate to the airport authority, and other club members, that you are allowed to be on the premises.

If you do not have an ID pass then the most likely reason is that we don't have a photo of you. If you would like a pass then ask for your photo to be taken the next time you visit the club or send us a passport-style photo yourself via email to security@covero.com

If you also need a **key card** to unlock the club doors then we additionally need to see two forms of identification. One must show your current address and one must contain your photo (so a driving licence and passport are ideal). Show them to a committee member or send scanned copies to the email address above. All scans are destroyed once your details have been verified; we don't retain any of the data.

Skyway Code Updated

The CAA's easy access rulebook –The Skyway Code – has been updated to version 3. Find it here...

<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=7920>

I'm Not Lost...

We all know that pilots never get "lost" but sometimes might be "temporarily uncertain of their position!" But did you also know that there is a matching squawk code of **0030** ("FIR Lost") to help get you "found" as quickly as possible? Dial in the squawk code and contact D&D (callsign "London Centre") on 121.500MHz for assistance.

Keep An Ear Out

The CAA's RT manual, **CAP413**, has been updated to introduce changes to flight priorities involving SAR aircraft as well as terminology for AGCS radio station operators and AFISO who operate at aerodromes with RNP IAPs. This is relevant for us at Coventry as we might hear some of these new phrases locally now that Sywell has introduced its RNP IAP.

<https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=10222>

<https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=10132>



... News From The Field ...

Fast Food For Feeding Famished Fliers...

As we begin to restart club operations, we must do so without an upstairs café – but fear not! Keep your rumbling tummy at bay with a snack and drink from the vending machine in the club foyer...



..but remember, it's **cash only** for the time being.

Airspace Change Proposal

You may or may not have seen that there is a proposal for some **Temporary Danger Areas around Coventry**, Rugby, the airport and Draycote Water, planned for 25th August to 25th October this year. The top of the TDAs are at **900 ft AMSL** (i.e. altitude on QNH) and will be activated up to 100 times during that period, for up to an hour at a time.

As aircraft operate between Draycote Water and Coventry airport at **1200ft QNH** (having descended to that altitude at or before the reservoir, to ensure clearance below Birmingham Control Area) the potential hazard is obvious. It should further be considered that a lot of training takes place at Coventry and so aircraft in the vicinity could

frequently be flown solo by pilots with very little experience. Further details can be found in this downloadable document on our website:

www.covaero.com/downloads/cov_acp.pdf

We would urge you to read the document and follow the instructions within if you consider that this is a hazardous proposal for aircraft operations at Coventry Airport. Page 10 of the document details how

to comment on the proposal to the CAA. The closing date for comments is the **1st July 2021**.

Background information from the scheme's operator can be viewed on their website:

<https://www.altitudeangel.com/news/posts/2020/july/altitude-angel-partner-skyfarer-flypulse-coventry-uni-medical-drone-delivery-service/>



ABOVE: The proposed drone flight corridors between Rugby, Coventry and Marton village

Garmin G5 Outbreak

Our brilliant cover picture was taken by FI **Spencer Hedges** and shows the twin **Garmin G5** units now fitted to G-COVC.

We'll have a closer look in a future newsletter but to give you a taster, we now have big, clear expanded displays showing TAS, GS, "Vx", "Vy" and "Va" speeds, OAT, density altitude, headwind and crosswind components along with handy heading and altitude bugs. We've been able to get rid

of the old vacuum pump system thereby increasing reliability as well as providing a useful weight saving. We've even managed to sell the old vacuum parts which helped contribute towards the cost! **G-COVA** will follow soon and it will allow us to teach and use the latest equipment and techniques to keep flying safer and more interesting for all of us.

Browse the manual at www.covaero.com/downloads



... News From The Field ...



Up, Up and Away!

As flying begins to open up once more it's a real pleasure to be able to say Congratulations to club member **Lewis Castle** who passed his PPL Skills Test in early June.

Lewis also happened to be the first person to be tested using **G-COVC's** new suite of **Garmin G5** instruments which now includes an **ADI** and **HSI** which keeps our fleet at the forefront of new flight technology. We'll have more news and tips of the G5s in a future issue but, for now, you can get familiar with them - like Lewis did - by browsing through the operating manuals on the website at www.covaero.com/downloads

Well done Lewis from all of us...hopefully you'll get many more flights completed over the summer!

Back In The Air Again (Again!)

Everyone was genuinely excited to see the club's first wave of training flights depart as the lockdown restrictions were eased from 15th April 2021.

Student **Joshua Kellas** started flying with us at the club from around the age of 12, doing occasional trial lessons every now and then.

As soon as he reached the age of 14, Joshua started his LAPL course. With a break from flying of almost 13 months due to the pandemic, Joshua has now set a goal to complete his first solo flight on his 16th birthday, later this year.

Student **Colin Sowerby** is known to many of us and has been a regular member of the club since 2008. He took to the skies also at 10am on 15th April with Flight Instructor Colin and has his sights set on completing his PPL by September this year. Best of luck to you too Colin from us all!

Student **Trevor Bolton** joined the club in November 2020 after the COVID19 closure had already started. He opted for the members course discount option (LAPL Package) and has been reading through the members' study pack patiently waiting a whole 5 months for his first flight.

At 10am on 15th April he took to the skies with Flight Instructor Spencer and 1 hour later left the aircraft with that smile to which we all can relate and is hoping to complete his course this year. Good luck Trevor, we're all rooting for you too!



All smiles!

TOP: Joshua with FI Spencer in G-COVA

CENTRE: Colin with FI Colin in G-COVC

BOTTOM: Trevor with FI Spencer in G-COVA



Western Isles

There's been precious little flying between the various lockdowns but one club member managed to blow the cobwebs away with a trip to Scotland.

As we are all well aware, the constraints on our lives due to the pandemic have been tiresome (but very necessary).

In my case the lack of flying has been most unwelcome, as I usually resolve to fly at least once a month to keep up an adequate level of proficiency.

I was delighted therefore, and grateful that the Club was up and running again on Friday 7th August 2020.

I was glad to be allocated a check flight with Spencer on that day, and enjoyed some practice instrument flying, forced landing practice and circuits.

I had been planning a trip to Scotland for some time to visit a friend on the island of Colonsay, which is about 65nm north west of Prestwick in the Western Isles. Finding out the appropriate information concerning the pandemic restrictions was not easy. I could not find any definite information on the CAA website for Scotland. However, Prestwick Airport ATC informed me that "General Aviation" was allowed in Scotland. I then

applied to Oban Airport Operations, who control PPR permission for Colonsay, to be told "GA. flying is not yet allowed!" This dichotomy took a few days and many phone calls to resolve. The airspace was in fact open to GA.

I then applied to Prestwick for PPR for my refueling stop. Prestwick Flight Centre informed me that they were out of AVGAS. I then tried Prestwick Aviation Services. Yes, they had AVGAS, but would charge a handling fee plus landing fee of £106. This seemed a little excessive, so I changed my plan and obtained PPR for Islay, where they charge a £22.30 landing fee (and no handling charge).

I knew that fuel prices are very high in Scotland, but was surprised to be charged £2.73 a litre at Islay as against £1.56 a litre at Coventry for AVGAS.

On Sunday 9th I made a thorough check of the NOTAMs, and on checking the weather I was glad to find that the forecast was good for Scotland.

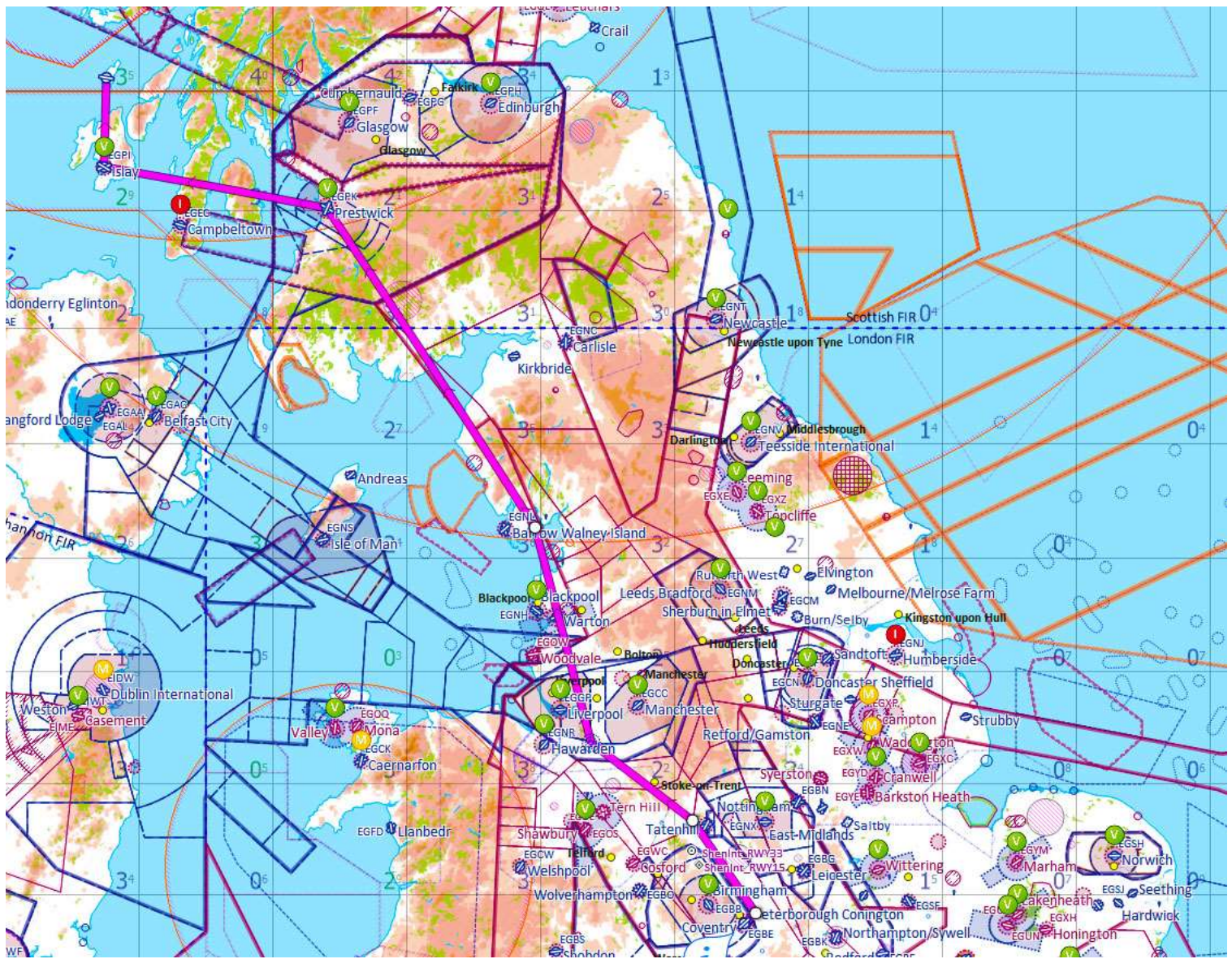
On Monday morning of the 10th I took off solo in GCOVA into low

cloud and poor visibility, tracking up the east side of the Birmingham control zone at 1800 feet with the Birmingham listening squawk set*. I was soon onto East Midlands LARS with a Traffic Service, and obtained a climb to 3000 feet.

It was too early for Shawbury to be on duty, so I called Liverpool Radar and gave my estimate for Whitegate NDB.

They were very obliging, and cleared me through their zone on a VFR clearance. I was then handed off to Warton Radar who cleared me to climb to FL80. I had requested this level to benefit from a tailwind. Soon after passing Blackpool I changed to Swanwick Military (as there is no LARS in this area). This radar service has to be booked 24 hours in advance, which I had done on Sunday. They looked after me with a Traffic Service until handing me off to Prestwick Radar for a Traffic Service, and then on to Scottish Control.

*The Birmingham listening squawk is 0010



ABOVE: Nigel's approximate route up to Islay in Victor-Alpha as shown in SkyDemon

At this point I was treated to a magnificent view of the inner Hebrides. The visibility was amazing, with clear blue skies!

After passing over Cambeltown on The Mull of Kintyre, I started my descent to Islay. I landed at 10:40, making a good elapsed time of two and a half hours for this flight. The Airport staff refuelled me straight away. Sadly owing to COVID restrictions there was no access to the terminal for a coffee, not even for the loo!!

I was soon on my way north for the fifteen minute flight to Colonsay, which has a 500 metre tarmac runway and a small apron. It was good to be in touch with Alex, and to have a long walk across the island, and after waiting for low tide, a walk across "The Strand" to the island of Oransay.

At about 7 p.m. I made my farewell, and took off for the Isle of Bute, with not such good views owing to low cloud and some evening mist. The 480 metre grass

airstrip at Bute is well maintained and with no landing fee, and freedom to land and take off anytime during daylight hours is quite a user friendly airfield.

Having not visited this island before I had booked two nights at the Kingarth Hotel, which is only a fifteen minute walk from the airstrip. The staff were very welcoming and the food was of a high standard. The next morning the weather was again bright and sunny. I enjoyed a couple of walks and had a very nice evening meal.

On checking the weather on the television the mention of thunderstorms gave me cause for concern. In fact there were SIGMETs forecasting thunderstorms for most of my route through Scotland and northern England. I decided to make an early start for home on Wednesday morning. I took off at dawn, and enjoyed a smooth flight, and as I expected, there were no signs of cloud buildups at that time of the early morning.

Prestwick Radar gave me a Traffic Service and gave me a climb to 5000 feet. They passed me on to Scottish Information, and I immediately listened to the Scottish and London North VOLMETs to get weather updates which proved to be OK. They passed me on to Manchester Radar where I requested zone transit.

They declined this request, so I had to punch down to 1200 feet and go through the Manchester "Low Level Route". However half way along the Route they cleared me to climb to 2000 feet and gave me a direct routing.

I was soon onto East Midlands LARS and then on to Coventry. This was a really enjoyable and interesting trip, and I have now done my "long trip" for this year, and am back to doing more local flights.

If at any time you are planning a trip to Scotland I may be able to help with some information.



WORDS: Nigel Reilly
PICTURES: Stock/SkyDemon



Sign Up for your Check Up

For better or worse, the CAA has introduced an online booking system for all medicals. Here is one club member's experience...

I had let my PPL medical lapse over the autumn/winter of 2020/21. The prevailing pandemic situation coupled with the winter weather made me think that there was little benefit in going through the medical cost and process for what was unlikely to be more than 6 months of flying.

Letting my positive attitude get the better of me, I contacted my Air Medical Examiner (AME) in March to enquire about getting an annual medical appointment (being 59, annual is the norm now!). A date was fixed, but I was advised that from 1st April 2021, all medicals were going "online" via the CAA pilot portal, and I needed to complete the registration process and the on-line medical forms before the date of my examination. Without having completed this process, my AME could not carry out the examination.

I viewed this news with mixed thoughts. More CAA admin is seldom a good thing for the UK GA pilot, but equally, having had to change AME (due to his to retirement 4 years ago) it was an unwelcome surprise to find that there was no historical record of my 30 years of PPL medical exams and going to a new AME would mean starting from scratch. How much easier would it have been for my new AME to smoothly pick up my medical status if he had access to his predecessors notes and

observations? On this occasion, I perceived the new Portal and centrally kept on-line records may have some true benefit for all.

I quickly got down to registering on the portal -the speed was only on my part though! The portal in March was slow and not fully operational. Having armed myself with everything from my passport to my credit card – and all aviation documents between – I was able to provide the information required to apply for "Registration". At the end of this process I was advised I should wait – up to 3 weeks – for my application to be considered!

Credit to the CAA, I received an email some 3 days later advising my Registration had been successful and I could now access the Portal – but that is only the start! You then need to apply for access to the service you require, so I duly applied for Medical – and then had another 24 hr wait while this was considered.

Finally, an email arrived saying I now had access to Medical services and I was able to start completing the forms my AME required. They were nothing special – just the usual pre-exam forms which presented no problems.

I attended my appointment with my AME as planned, and with some trepidation, we both awaited the response from the screen as he attempted to access the information I

had entered. I was lucky! Everything was there and the admin side of my examination progressed smoothly. Others were not so lucky and some AMEs are pulling their hair out – but for me, it was all smooth.

Following my medical I was able to access my ECG on-line, see the various reports and notes my AME had made and also see the various documents that follow on from this – including some historical medical certificates. Heart-warming memories of when my medicals were routine and without issues...but that's age for you!

Everything about the Portal still feels a bit clunky, but it's working and I'm not expecting any problems. I believe I may be one of the lucky ones using the Portal – I haven't had any major problems – but I know others, including my AME, have different tales.

My one piece of advice to fellow pilots is to get registered ASAP! Its mandatory in order for you to have your next medical and it's not the fastest of processes. The sooner you register, the less likely you are to be trying to deal with problems at the last second...or even worse find yourself grounded because you haven't done everything in time!



Visit <https://portal.caa.co.uk> to get started.



ABOVE: Mike Watkins, the author and "The Tiger" in the snow

Dawn Patrol

A real "bucket-list" flight: one lucky club member describes a flight in a classic de Havilland Tiger Moth

The mellowness of late autumn was beginning to turn into the first vestiges of winter and an early patrol across the lines could be a chilly business. Were it not for my leather helmet, goggles and fur-lined coat, I would not have relished this particular early morning job.

Even though we had been up before dawn, take off had been delayed by a problem with the machine. The rigger had been summoned and had expertly adjusted the tension of the flying wires between the upper and lower port mainplanes.

"There you are sir," he said, rubbing his cold hands together. "She'll fly fine now, I guarantee it."

The delay meant that we were now climbing towards the east and into a clear, cold sky with the sun much higher than we would have liked. I

wished that my goggles were tinted, then I would not have to keep nudging the control column back and forth in a vain attempt at trying to use the aerofoil section of the upper wing to keep the sun out of my eyes.

This practice was not a healthy one, for by hiding the sun I was also blocking my own view of the one area of the sky that would be most likely to contain unfriendly opposition. "Beware the Hun in the Sun!"

After wriggling around in my seat and checking the sky until my eyes watered, I looked down to check on our progress. We were coming up to the lines now and the wisps of deadly gas left over from the attack last night could still be seen lying in the trenches and in the shell craters of no mans land. The dark areas that punctuated the deadly white clouds

below were mounds of earth thrown up by the artillery barrages of the previous week. The whole area had a deadly, menacing and mysterious appearance.

Looking left and right as far as the eye could see, the image was the same. The lines were deceptively quiet, as though waiting for sanity to return and for men to climb astride large monsters that would, at their bidding, fill in the scars and trenches. Only in this way could the tormented landscape below be turned over to the healing processes of nature.

I looked round for an escort of SE5 fighters, but there were none. We would have to continue our mission alone.

I turned to look at my companion in the rear cockpit. He appeared completely unaware of the desolation below. But I was wrong.

He saw me twisting round and spoke.

“That trench for the Natural Gas Pipeline and the hollows around it have still got a lot of early morning mist in them. Don’t you think it all looks quite surreal.”

I had been enticed by the song of the wind in the wires of our biplane and the scene below me, to allow my mind to wander back to photographic images that I had seen of France and the Western Front in 1917. I returned to the present and to the lines that we were crossing. These were at the point where the new North Sea Gas Pipeline crossed the borders of Warwickshire and Leicestershire!

The ‘patrol’ that Mike Watkins and I had set out on so early in the morning was a short flight in the Tiger Moth to visit Husbands Bosworth. Up until the week prior to our flight, all gliding activity in the UK had been halted because of an outbreak of Foot and Mouth disease. Now gliding clubs were trying to get back into operation and Mike had found out that the Coventry Gliding Club*, which operates to this day from a small grass field at Husbands Bosworth in Leicestershire, was possibly in need of an extra tug pilot.

Mike thought that, as they used Tiger Moths for tugging, it would be a good idea to show them that he could handle a Tiger by flying over in one. Whilst there, he would ask if they would consider having him on their list of pilots. I was to fly the outbound leg from the front seat, just handing over to him for the landing, then we would swap seats for the return trip.

We were in sight of our destination now and I handed over to Mike, who, wanting to make a good impression on the locals, executed a very smooth arrival. We taxied over to the small hangar and switched off. After a cup of tea Mike disappeared to talk to the ‘Tug Master.’ He was only gone for a few minutes and returned with a ‘silly grin’ on his face. “I start next week kid,**” he chortled.

Mike primed the Gypsy engine and, at my bidding, sucked in the mixture and swung the propeller to start it. Good as gold the old Gypsy bellowed in to life. Mike climbed in and off we went back to Coventry. Once Husbands Bosworth was behind us, we barrel rolled most of the way home. After landing Mike

still had the ‘silly grin’ and I thought back to the time some months earlier when he had first introduced me to the Tiger Moth.

The Tiger Moth is arguably one of the most famous aeroplanes of all time. Most people who spot a biplane overhead will say “Look it’s a Tiger Moth.” These days it could be any one of a number of differing designs ranging from the diminutive competition aerobatic machine, the



ABOVE: The author looking rather snug in the Moth cockpit

Pitts S1, to the enormous 1000 hp radial-engined Russian all purpose transport, the Antonov AN2! Yet still people remember the DH82a Tiger moth. Perhaps it is because so many pilots were trained on them immediately prior to, during and after the 1939 / 45 war.

I was told that G-ALBD was one of the last ones to be assembled, I believe at the Morris Motor Works at Cowley. In the late 1960s she belonged to the then GEC Flying Group and was based at Coventry. One or two of the members of Coventry Aeroplane Club also held membership of the GEC Group and so were regular pilots of BD. One of them was the late Mike Watkins. Mike was a genial fellow, always ready to help and encourage others to fly and to try new things. He later became an instructor but sadly lost his life whilst demonstrating a scaled down P51D Mustang fighter.

For some time, Mike and I had

* The Coventry Gliding Club operated from Coventry until the hard runway was installed. They then moved to Husbands Bosworth, but retained their name.

** Mike often used ‘Kid’ as a term of endearment when speaking to his friends.

been trying to get a chance to fly Bravo Delta together. Fog and then high winds meant that the flight was delayed for some weeks. Snow and the high pressure that came with it eventually came to our rescue.

Wrapped up in a very heavy coat that I had in those days, I was warm enough to take on the elements in an open cockpit. (The coat had a sheep skin lining, a rubbery water and wind proof intermediate lining and then an outer layer of canvass, all topped off with a Beaver Lamb collar.)

"OK for some aeros* then kid?" beamed Mike.

"You bet." I replied.

In we climbed and clipped on the old Sutton Harness. No 'G' strap between the legs, just a four point webbing harness. The engine was primed from under the cowling and the prop pulled through to suck in the fuel.

"Contact" called the friend who was giving us a swing to start the engine.

"Contact" confirmed Mike as he switched on the rear set of magneto switches. The prop swung in front of my eyes and the engine caught on the first try.

'BD was equipped with a radio and electric intercom; both were powered from a wind driven generator suspended between the undercarriage legs. The battery was mounted on the floor in front of the control column in the front cockpit.

Bob Hirons was the duty controller and he cleared us to taxi over the snow around the western end of the hard runway and to take off on the grass 06-strip. The most difficult part of the whole flight was finding the actual strip under the snow. By lining up with the snow covered mounds that we knew to be the marker boards at the beginning of the runway, we had a fairly good idea where the grass runway should be. Mike opened the throttle and we rolled forward, the tail came up immediately and we were airborne before I could really take in the fact that we had started to roll. The engine pulled well in the cold crisp air and the Tiger climbed like a lift compared with a Cessna. The only thing was, we were not covering much ground while we did it!

Still well short of the centre of the airfield, Mike pulled us round into a climbing turn towards the south. Up we went into a cloudless sky. As soon as we had sufficient height and were clear of the circuit, we did a couple of clearing turns.

"See the railway line down there?" called Mike; "I'll try to keep straight in relation to it as we go over the top of a loop. Keep your head up and try to look over the top of your head as the horizon comes round again."

On went the power, the nose went down and there was the railway line in the centre of the cabane struts. Up came the nose and I felt a little 'G'. Looking up now I saw nothing but sky then, as we came over the top I saw the horizon again, this time the earth was above me. I was aware that Mike had reduced power and was using the rudder to keep straight with the railway line, then the nose was going down and the speed building again. I started to feel the 'G' building again as we pulled out with the nose, the earth and the horizon all returning to their conventional positions.

Wow! I was delighted and much to my amazement, Mike volunteered to let me try one. He talked me through the whole manoeuvre. Although I wasn't able to keep it as straight as Mike, at least I managed not to fall out of the loop, as some people do in their early aerobatic training.

As with all things when you are enjoying yourself, time literally flew by and after a couple of stall turns and a barrel roll, it was time to get back to the field.

On our return, we could see where we had left tracks in the snow and so used them as a guide to the position of the runway. Mike did a perfect three-point landing and with the tailskid acting as a brake, we stopped quite quickly. We then followed our own wheel tracks back to the Club.

When the engine had stopped and I had undone my straps I just sat still for a moment savouring the smell of the hot engine and the atmosphere of a bygone age. Mike climbed out onto the lower mainplane and moved forward to see if I was OK.

"I knew he was," he later recounted to one of our friends, "because of the silly grin on his face!"



* Slang for aerobatics.

“A I F O A” Aviation Is Full of Acronyms!

...so just for fun, and to help out those who may not have seen some of these before, here is a list of every acronym we could find in this edition of the newsletter.

ADI	Attitude Direction Indicator	NOTAM	Notice To Air(wo)men
AFISO	Aerodrome Flight Information Service Officer	OAT	Outside Air Temperature
AGCS	Air-Ground Communication Service	PPL	Private Pilot's Licence
ATC	Air Traffic Control	PPR	Prior Permission Required
AVGAS	Aviation Gasoline	RADAR	Radio Detection And Ranging
CAA	Civil Aviation Authority	RNP*	Required Navigation Performance
D&D	Distress and Diversion	RT	Radio Telephony
EASA	European Aviation Safety Agency	SAR	Search and Rescue
FIR	Flight Information Region	SIGMET	Significant Meteorology Information
FL	Flight Level	TAS	True Air Speed
G	Gravity ("G-loading")	TDA	Temporary Danger Area
GA	General Aviation	V_A	Manoeuvring Speed
GS	Ground Speed	VFR	Visual Flight Rules
HSI	Horizontal Situation Indicator	VOLMET	Vol météo (meteorological information for aircraft in flight)
IAP	Instrument Approach Procedure	V_x	Best Angle of Climb Speed
LARS	Lower Airspace RADAR Service	V_y	Best Rate of Climb Speed
NDB	Non-Directional Beacon		
nm	nautical miles		

*An "RNP approach" has, at various times, been known as a "GPS" or "RNAV" approach.

It's 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.

Officers:

Chair: Claire Leadbetter
Vicechair: Vacant
Secretary: Rowan Smith
Treasurer: Neil Hedges

General Committee Members:

Darren Cheshire, Peter Gibson, Richard Holland, Stuart Robottom-Scott, Anthony Ryan, Lauren Tilsley, Stefan Winkvist

Head of Training/Chief Flight Instructor:

Mark Rawlings

Want to Join us?

Email us at committee@covaero.com

Safety...

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

...and it's Your Newsletter

We hope you enjoy reading this newsletter – our aim is to produce them for Club members quarterly. What else would you like to see?

Warm thanks go to all of the contributors of this newsletter; if you enjoy reading the features then remember that all of them are written by club members just like you.

Do you have a flying experience 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

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