

# Cov Aero

The Newsletter for Coventry Aeroplane Club Members

Issue 11 • Winter 2021

**Land's End:**  
there and back in a day

**Gigafactory**  
updates and other club news



## ... News From The Field ...

### Gigafactory Update

A big thank you to everyone who braved the inclement weather in October to help out with the hastily arranged publicity event to highlight what Coventry Airport has to offer the region. Aerotech's Steve Clark invited journalists and TV crews along to see for themselves what's on offer. Our clubhouse played a central role in the day, Steve set up a sausage and burger barbecue and club member Simon Logan was interviewed by the ITV news crew.

just £200 instead of the usual £225. Pay online at our website shop:  
<https://www.covaero.com/shop>

### No pic, no pass

If you do not have one of our stylish Cov Aero club ID passes then the most likely reason is that we don't have a photo of you. If you would like a pass then please ask for your photo to be taken the next time you visit the club or send us a passport-style

arrangements nearer the time. Obviously, matters are largely out of our hands on this one but we will hold a Club Dinner as soon as it is safe to do so...watch this space!

### Kitchen Staff Wanted

As we move forward into 2022 it would be great if we could make better use of our kitchen area. So we are seeking part time kitchen staff for Saturday/Sunday breakfast/lunch.

Anyone interested within the membership, or knows someone who would be, please contact the Committee for further details.

[committee@covaero.com](mailto:committee@covaero.com)

In the meantime don't forget that snacks are available from the vending machine in the club foyer.



The **Coventry Observer** newspaper wrote an article about the day here...

<https://coventryobserver.co.uk/news/save-coventry-airport-fly-in-hailed-a-success-as-pilots-brave-the-weather-to-show-sites-importance/>

Within our own club, following on from the AGM discussion, we've established two working groups; one which is looking at ideas related to us keeping the airfield open and staying put, the other looking at ideas related to us finding a new home at another airfield. These are groups of regular club members so if you would like to be involved with either group please get in touch.

### Earlybird Membership Renewals

We're a club that is nothing without our members so we're looking forward to seeing you all again in 2022. We're able to freeze the cost of membership again this year and if you renew before the end of December 2021 you'll benefit from a **£25 reduction**, paying

photo of yourself via email to  
[security@covero.com](mailto:security@covero.com)

### Covid-19: We're Still Open!

At the time of writing, the government is advising that GA flying and training can **continue without restriction** so it's business as usual – come and fly your fantastic, Garmin G5-equipped PA-28s! Obviously, the situation can change very quickly so keep an eye on the Government's latest advice here,,,  
<https://www.gov.uk/government/publications/coronavirus-covid-19-general-aviation/coronavirus-covid-19-general-aviation>

### Annual Dinner and Awards

You may remember that we had planned to hold the dinner in late January. However, with the current Omicron situation, we felt it wise to postpone the event again. Being ever optimistic, we have now booked a provisional date of **Friday 18th March**. We will let you know more details and ticketing

### Flying Gear For Sale

Club member Trevor Troop has asked us to tell you that he is hanging up his flying goggles and selling his equipment to anyone who might be able to use it. Up for grabs are

- several headsets
- CRP flight computer
- kneeborders
- flight bag
- Icom transceiver

If you are interested in any or all of the items let us know and we'll hook you up with Trevor to seal the deal.  
[committee@covaero.com](mailto:committee@covaero.com)

### Winter Flying...

The CAA has released another of their Safety Sense leaflets; this one contains some useful reminders about getting the best out of our Winter flying.

Read your copy here...

<https://publicapps.caa.co.uk/docs/33/SafetySense03-WinterFlying.pdf>

### ...and Night Flying

Night flying is back! Coventry Airport is now staying open until **18:00 Tues-Fri** to encourage flying during hours of darkness for those with a valid Night Rating. What else were you going to do?

## Runway Contamination Codes

As we move deeper into our UK Winter Wonderland you may notice that Coventry Airport FISOs have started using some of the new runway contamination codes. This internationally-adopted system was introduced in November 2021 and is explained here...

<https://www.caa.co.uk/Commercial-industry/Airports/Safety/New-contaminated-runway-reporting-system/>

## GAR Form Changes

Remember when we used to hop over for lunch in LeTouquet? Or dinner in Dinard for that matter? Hopefully those days will soon come again but, when they do, be aware that from 1<sup>st</sup> January 2022 we have to submit a GAR form when travelling to EU member states. Catch up with the latest here...

[https://www.covaero.com/downloads/gar\\_dec\\_2021.pdf](https://www.covaero.com/downloads/gar_dec_2021.pdf)

<https://gov.uk/submit-gar>

## Shared Cost Survey

In the wake of several high profile illegal charter flights, the CAA has launched a consultation on the future of sharing the cost of flying in the UK. At one end of the scale it could result in 'no change' to the current system; the other end of the scale could make it effectively impossible to accept any group contribution towards fuel on flights with friends or family. In addition the consultation includes a proposal that the pilot must obtain passenger signatures prior to each flight and retain them for 6 months after the flight. Read the consultation here...

[https://consultations.caa.co.uk/corporate-communications/uk-cost-shared-flights/supporting\\_documents/Cost%20Sharing%20Consultation%20Document%20CAP%2002270.pdf](https://consultations.caa.co.uk/corporate-communications/uk-cost-shared-flights/supporting_documents/Cost%20Sharing%20Consultation%20Document%20CAP%2002270.pdf)

...and have your say here:

<https://consultations.caa.co.uk/corporate-communications/uk-cost-shared-flights>

The survey closes on 12<sup>th</sup> January 2022.

## Silver Wings!

Big congratulations go to our four newest holders of the one-and-only coveted **Exercise 14, First Solo**. It's taken much perseverance on their part through the stop-start nature of the last couple of years so this achievement is all the more noteworthy!

Rightly looking very pleased from top to bottom are:

Alex Conti on 9<sup>th</sup> July  
Ian Jones on 11<sup>th</sup> September  
Steve Glendinning on 7<sup>th</sup> October  
Richard Gaston on 18<sup>th</sup> November

Now on to solo navigation and beyond!





# Day Tripper

**There are plenty of great destinations within the UK which make for perfect day trips. Two club members jumped on a sunny day in September to do just that.**

If, like me, you are beginning to get a little more adventurous about destination airfields then Land's End is an ideal choice. Fellow club member Anthony Ryan flew the outbound leg (he might write about it here one day!) and I flew back.

The terminal is almost brand new with great facilities and an ideal base if you want to stay a little longer to explore area. Land's End is an active, commercial airfield with the local Skybus Twin Otter aircraft bound for the Isles of Scilly taking off and landing on a regular basis. It is cool so see relatively large aircraft using a 693m runway with ease. My personal runway comfort zone is down to about 700m for our PA-28 Arrow G-JSCA but these guys'n'gals seemed to be taking off and landing on a sixpence.

The flight took a little over two hours to get back home so the arrival back

at Coventry was planned to be "out of hours", more on that later. Having booked out, checked NOTAMS, done a transit check on the aircraft and buckled up my passenger I spent a couple of minutes thinking about the take off, heading and emergency procedures should things not go as planned. I took a quick look at the Pooleys plate which also reminded me that Land's End ask for you to call up on the radio to request engine start.

The runway in use was 07 which looked even shorter than it actually was because of the hump in the middle. It had the same effect when landing which again made the runway appear very short. Having checked and double-checked during planning, we knew we had plenty of tarmac.

All went well and we set off with a heading that took us along the north

coast of Devon and Cornwall, on to Minehead, Cardiff, Gloucester then Coventry.

After what seemed only a couple of minutes, I requested a frequency change and basic service from Newquay as we climbed up to our cruising altitude of 6000ft. There is little controlled or restricted airspace between Land's End and Cardiff which is not something pilots based at Coventry are used to so once we reached 6000ft we set our course and enjoyed the views of the coastline without the spectre of controlled airspace hanging over us.

The flight was very smooth as we continued along the coast to Bude, Ilfracombe and on to Minehead where I had let friends know I would be passing overhead. Minehead is surrounded by hills up to 950ft AMSL to the south so as I circled over the

town I asked Anthony to keep an eye on the terrain as an extra precaution.

Sightseeing done, it was onward to Cardiff asking for a zone transit. The ATC at Cardiff were a little grumpy, even more so when I read back the clearance incorrectly. I read back “cleared to transit not above altitude 2000ft” which prompted a sharp response of “G-JSCA...**AT** 2000ft!”. This was one of those situations when I had heard “at 2000ft” but for some reason read back “not above”. To be fair to the controller, he was trying to give us a transit whilst a TUI 737 was departing for Alicante so we can’t grumble – help them to help you! For all you budding RT students, strive to get it right but if you don’t ATC will normally correct you. As we were VFR ATC asked us to route via the airfield and on to the VRP at Cardiff docks. Good tip here again is to study the VRPs well if you are unfamiliar with the location so that you at least recognise the name when ATC tells you. We were given a radar service while in Cardiff’s class D airspace which extends almost out to the docks and then a basic service onward from there.

The final leg took us up the Severn estuary over Gloucester where we received a basic service and then on to our final destination at Coventry. By this time it was late evening and the weather had become clear and settled so we were able to enjoy pleasant views of early evening sun all the way home. We arrived pretty much on schedule back at Coventry but the Tower had long gone home so I had to make a visual inspection of the runway as per the out of hours instructions in force at the time. A nice run along the full length of the runway at 300ft AGL followed by the perfect end to a perfect day as I made a great landing with my passenger asking... “Have we landed?”

Land’s End is GA friendly, there is almost no controlled airspace once you get past Cardiff and the views of the Severn Estuary and north coasts of Devon and Cornwall really are spectacular.



**WORDS & PICTURES:** Simon Logan



**TOP:** If you look closely, you can just see “little G-JSCA” in the background.  
**ABOVE:** Circling Minehead trying to spot frantic waving from the surface.  
**BELOW:** crossing the centre line at Cardiff as a barely visible TUI 737 climbs away.



# “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.

<b>AGL</b>	Above Ground Level
<b>AGM</b>	Annual General Meeting
<b>AMSL</b>	Above Mean Sea Level
<b>ATC</b>	Air Traffic Control
<b>CAA</b>	Civil Aviation Authority
<b>EU</b>	European Union
<b>ft</b>	feet

<b>GA</b>	General Aviation
<b>GAR</b>	General Aviation Report
<b>ID</b>	Identification
<b>m</b>	metres
<b>NOTAM</b>	Notice To Air(wo)men
<b>RT</b>	Radio Telephony
<b>VFR</b>	Visual Flight Rules
<b>VRP</b>	Visual Reference Point

## 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](mailto: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](mailto: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](mailto:committee@covaero.com)

### Do you use Social Media?

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@covaeroclub

