

Cov Aero

The Newsletter for Coventry Aeroplane Club Members

Issue 8 • Autumn 2020

Northern Flights

To where all tracks lead south
...well, almost!

Continental Breakout

Flying a light aircraft to another
continent





... News From The Field ...

The Club Aircraft are Back!

Spencer Hedges, Flight Instructor, writes:



“Finally, after 5 months of the club’s doors being closed due to the Covid 19 pandemic and after months of hard work making the club Covid-secure, we were finally allowed to reopen our doors and start flying again.

At last we were able to open up the Warrior doors, get dusting off the checklists and getting our voices ready for shouting “Clear Prop!”

The weather was perfect for our first weekend of being open again. Both days had light winds, perfect visibility and temperatures off the scale! Our members that joined us on the opening weekend were Darren C, Alister, Nigel, Lauren, Darren K and Luke. A fun couple of days putting them through their paces, with plenty of circuits, PFLs, steep turns, navigation and stalling.”

Both of our Warriors are back online for private hire and dual training. PPL hirers can book the aircraft in the usual way and we are working through the priority lists of **LAPL** students training with FI Spencer Hedges and **PPL** students training with FI Colin Moore. Big thanks go to Colin and Spencer as well as our CFI and FI team for finding a way to begin flying again.

Remember, if you are visiting the club, it is vital that we all adhere to the guidelines set out to keep everyone as safe as possible:

- Students must ring the ops desk when they arrive in the car park and wait to be called in – the number is **02476 301 428**
- Those who arrive early must wait in the car park.
- No loitering in the reception area used by FSM.
- The one-way system must be used at all times.
- All bookings must be made through the ops desk team (bookings not made through the ops desk will be deleted).

Students are still being prioritised with skills test-ready students first followed by dual training thereafter. Continued aircraft availability is, of course, dependent on the latest government guidelines and we will let you know if anything changes. In the meantime the current situation makes it **imperative that we all...**

...Keep Them Clean Please!

It has come to our attention that some licence holders hiring our club aircraft are not sanitising them before or after use and, in some cases, cleaning has taken place but the members have then dumped all the contaminated waste in the back of the aircraft and left it there for someone else to clear up. This is unacceptable and sadly if this behaviour continues, those members will be **prevented from hiring the aircraft** in the future, until such time as we are able to resume ‘normal’ operations. Covid bins are placed throughout the building and hangar and are emptied regularly. It isn’t too much to ask to keep the fleet as safe as we can so that everyone can enjoy being airborne once again. **Please** be a team player like everyone else and help keep our greatest assets available to all of us.

The No-Deal EASA Exit?

Mark Rawlings, Head of Training, writes:

“With less than 4 months to go to the end of the Brexit negotiations it looks increasingly likely that the UK will also leave EASA on 31st December 2020 with no deals in place to smooth the process.

This affects the School, our Students and our Membership in a number of ways.

From 1st January 2021 the UK CAA will no longer issue EASA licences. Instead they will issue ‘newly created’ UK National Licences and our School will train people for

... News From The Field ...

these licences with any previous EASA training and exams being accepted by the CAA for licence issue. Many commercial flying schools are changing their approvals from the UK to other EASA countries so they can continue to train for EASA licences. Our students and members who have aspirations to progress to become commercial pilots should discuss the matter with their chosen commercial schools and consider changing their State of Licence Issue (SOLI) to maintain an EASA licence. Any such SOLI transfer has to be done before 31st December 2020.

All UK issued EASA licences cease to be recognised by EASA on 1st January 2021.

From 1st January 2021 the CAA have agreed a 2 year transition period, during which they will accept EASA paperwork as a substitute for the required 'newly created' UK National paperwork. Therefore holders of UK issued EASA licences (that includes most of the Club members) will be able to fly UK registered aircraft (that includes the School's aircraft) while they wait for their application for a 'Newly created' National licence to be processed. Note that existing UK National licences will not convey the privilege to fly the Club's aircraft; a new licence will be required.

During the 2 year transition period the UK CAA will also accept UK issued ratings on an EASA licences This means that if someone SOLI's over to another authority and then revalidates or renews a rating that revalidation/renewal will not be accepted by the UK CAA. So if anyone is considering a SOLI transfer they should renew all ratings say in December 2020 (before transferring) so as to obtain the maximum period of recognition. They can then apply for the 'Newly created' National licence as soon as it becomes available.

This is a complex subject that is likely to change over the next few months. We live in hope of a bilateral aviation agreement that will allow the UK and EASA to work together."

Thanks to Mark for keeping a watchful eye on this situation for us. If you have any questions about this rather complex situation, or if you have any doubts about your validity to fly, then contact a member of the Flight Instructor team who will be able to help you.

Conspicuity Tongue Twister

Anyone who's been up in the air recently has probably had the tongue-tying "**Squawk Conspicuity**" phrase thrown at them when changing frequencies. This is due to a recent change in the AIP which introduced an additional conspicuity squawk of **2000** for **IFR** traffic. The knock-on effect is a change to the **CAP413** RadioTelephony Manual whereby ATS personnel will ask pilots to "Squawk Conspicuity" and each pilot must decide whether to squawk 7000 (if using VFR) or 2000 (if using IFR).

Warwick No More

The town of Warwick has been a **Birmingham Airport** VRP for years but from 10th September 2020 it will no longer be used as such so expect it to disappear from the AIP and your charts. It is hoped that its removal as a VRP will lead to fewer infringements of the Birmingham airspace above the VRP. The base of Birmingham's CAS in the area is **altitude** 1500'. As far as we know there are no plans to introduce a replacement VRP.

Annual Christmas Dinner & Awards Ceremony...

...has regrettably been cancelled for this year due to the pandemic situation. Fingers crossed that we will all be celebrating 2 years' worth of exciting achievements in 2021.

Have You Been Recently?

As the Covid-19 restrictions rumble on, don't forget that the **90-day recency requirement** for carrying passengers has **not** been extended. This means that in order to carry passengers the pilot in command must have completed at least 3 take-offs, approaches and landings in a type/class of aircraft within the last 90 days before carrying passengers in that class/type of aircraft.

Now that the club aircraft **are available for private hire** it's important to ensure that your 90-day recency requirement is being adhered to if you wish to carry passengers. If you would like a Flight Instructor to advise you about your own validity please email

licencecheck@covaero.com

Scans of logbooks and licences are accepted.

Quadrant is Coming

From the 5th October 2020 the CAA will be moving its PPL exams away from the existing written papers to the computer-based 'Quadrant' system. Expect the style of question and answer to expand from purely multi-choice to include numeric calculation input and drop-down 'fill in the blanks' styles too. Unfortunately there will also be an associated price increase with the arrival of Quadrant. An introductory video is available here:

https://www.covaero.com/downloads/plexamintro_v1.mp4

Airport Hours of Operation

The current hours of operation for Coventry Airport are Tuesday – Saturday **0900L** until **1700L**. The airport is closed on Sundays and Mondays. **Out of Hours** operations are still allowed (if you have signed the current indemnity agreement) but be aware that this is operating on a much more restrictive first-come-first-served "slot" system compared to the operations allowed over the past couple of years. We understand that this has been imposed by the airport's board of directors rather than the local management team.

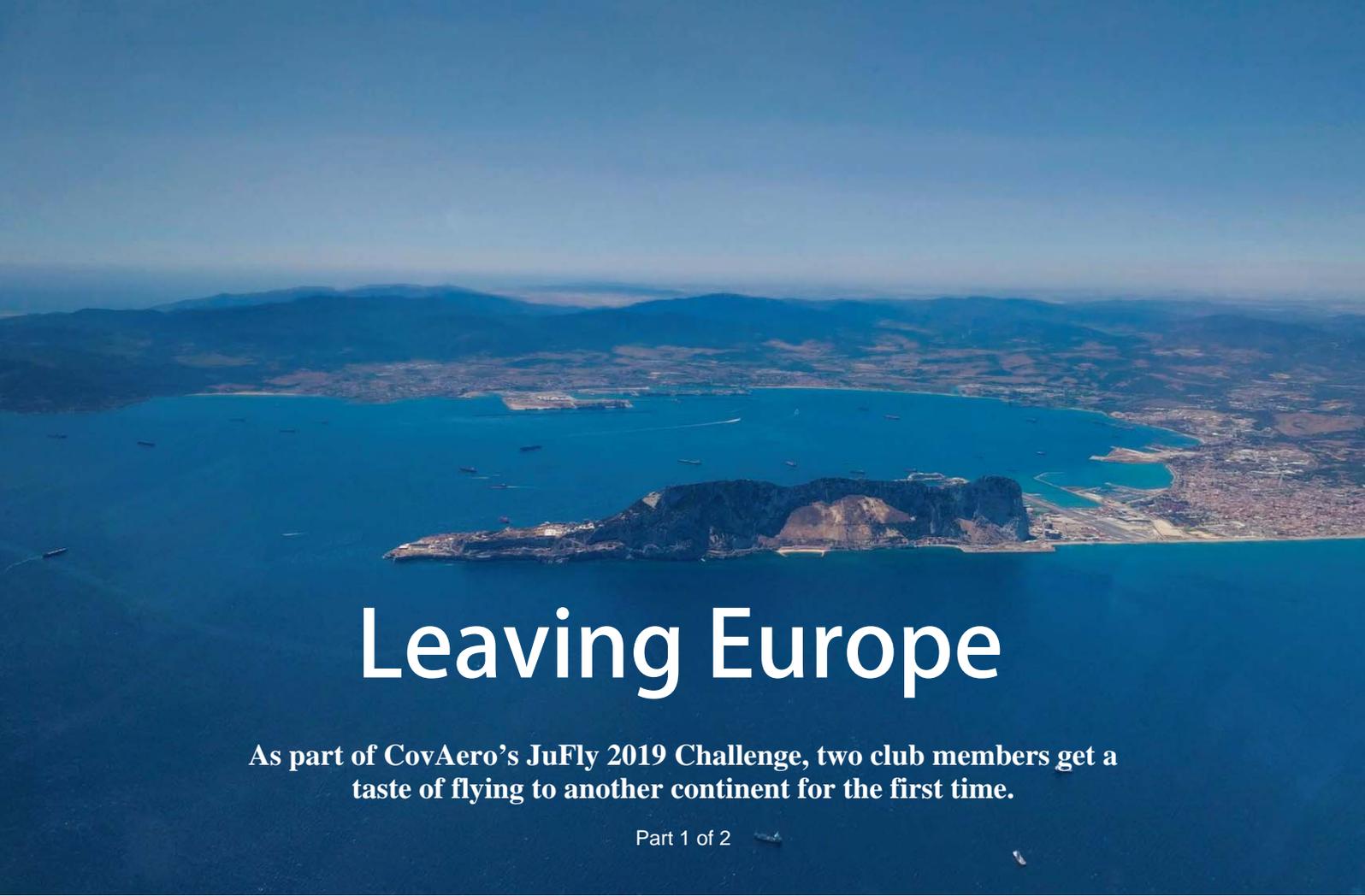
Roadworks

Highways England will be working on the A45 Stivichall Flyover from 5th September until 30th November. The work includes A45 and A46 lane and carriageway closures but should be mostly carried out overnight (2000L – 0500L) but just bear it in mind if you're travelling to and from the club.

Stay Informed with CAA Skywise

Many of the news items on this page originate from the CAA's Skywise service. If you have not already signed up then head over to the CAA website

<https://skywise.caa.co.uk/subscribe> to receive regular emails from the CAA about subjects of your choosing ranging from the latest COVID information to airspace changes and our upcoming exit from EASA. A mobile/tablet app is available from the same location if preferred.



Leaving Europe

As part of CovAero's JuFly 2019 Challenge, two club members get a taste of flying to another continent for the first time.

Part 1 of 2

ABOVE: Gibraltar clearly visible from 6000' – next stop Morocco!

I don't know about you but I think one of the hardest choices in flying is "where to go". Local or land-away? North or south? An old favourite or somewhere new? So with the arrival of the club's summer JuFly challenge to land-away far and wide in aid of the Aerobility charity, we decided to strike out with the target of reaching another continent. Africa seemed the obvious choice so Tangier on Morocco's northern coast was set as the destination with our fingers crossed that we might be able to stop off at a certain big Rock on the way past...

Day 1: Coventry - Rennes - Bergerac

The weather at Coventry was overcast but with clear skies forecast in France we were able to set off on time for what proved to be one of the longest legs, time-wise, as there was an unusually strong headwind all the way down to Rennes Saint Jaques. We stayed below cloud all the way to Southampton then, as the bases got lower, climbed up in between layers for the channel crossing. As we wafted past the Isle of Wight with the safety of our MSA in-hand, the transmitter mast at Chillerton Down peeped menacingly up at us through the top of the cloud layer - surely an aviator's reminder to beware below!

The crossing was uneventful and we coasted in to France over the Cherbourg NDB. Flying in France generally seems subjectively much easier than in the UK. In fairness, there's a lot more sky so VFR traffic is not squeezed together in the same way as it might be in the southern half of the UK. Whatever the reasons, ATC is generally able to pass you along seamlessly to the next controller on your route - and you can get high too: cruising along at 8000' is not at all unusual.

Many of our Euro neighbours adopt the pragmatic approach to VRP naming: thus VRP "S" will be to the south of the field; "NW" to the north-west and what have you. So it was that we arrived at Rennes Saint Jaques via VRP "E" which routed us, in a glide-clear friendly manner, nicely round to the east of Rennes' built up areas and onto a 3 mile final for runway 28. A short taxi to the Aéroclub Rennes Ille-et-Vilaine ("ACRIV") and that was leg 1 complete.

We received the customary warm French welcome and nonchalant customs formalities into the Schengen area and, chatting to club member Bernard we picked up on the fact that ACRIV and Cov Aero Club can trace their routes to the same year: 1932.

After a standard "aviator's lunch" (rushed, with a serving of flight planning on the side s'il vous plaît) we were underway to Bergerac in the Dordogne region, about 50nm east of Bordeaux. Now, even a cursory glance at the French VFR charts show that the route is littered with forbidding-looking restricted areas, not to mention numerous RA(T)s which spring up from time to time. Most of the restricted areas have reasonably high bases (typically 3000' AMSL) so our designated 'plan A' was to charge through them with a 'plan B' of ducking beneath them. The NOTAMs smiled on us and, as luck would have it, the areas were either not active or permission was granted to sail right through. Again, French ATC made the whole 232nm leg easy and enjoyable. As we touched down on runway 27 at the end of a successful day, the temperature was climbing through 31°C and we were melting – but we felt like we were getting somewhere!

Day 2: Bergerac - Barcelona - Alicante

Day 2 began with our toughest navigation exercise so far: getting ourselves airside at Bergerac Airport – and all without the aid of a flightplan or GPS wizardry! At one stage we seemed to be stuck at Ryanair's departure gate



ABOVE: Mont Saint Michel
BELOW: Stunning scenery on the Spanish coast near Girona

for Stansted...wait a minute, that can't be right! One security check later we boarded G-OGEM and hit out for Spain. Throughout the entire duration of the trip we were blessed with far more days of good weather than bad and, although the prevailing weather was generally good on this leg, we did get the opportunity to give the aircraft a good wash enroute! As we continued south Toulouse and Carcassonne rolled past down our port side whilst the terrain in the distance began to rise into the foothills of the Pyrenees.

It was busier than the Nag's Head on New Year's Eve!

On this leg we had a lovely day in France, warm and somewhat hazy but as the miles counted up and we rounded the corner at Cerbere and into Spain at Portbou it soon changed into that classic dry Mediterranean heat the Brits know and love. Experiencing the change in real life makes it easy to appreciate how the might of the Pyrenees can literally hold back the weather between the two countries. Our amicable French ATC friends bade us "Au Revoir" and handed us over to Barcelona Approach – now we'd have to do some real work!

To keep us away from high ground and Girona's CTR we routed out along the coast between the Bagur and Calella VORs, inside Barcelona's class D TMA along with all the Ryanair, Jet2 and Iberia traffic heading for Barcelona El Prat. It was pretty busy! We were ultimately aiming for Sabadell - Barcelona's principal GA airport - which sits in class G airspace underneath El

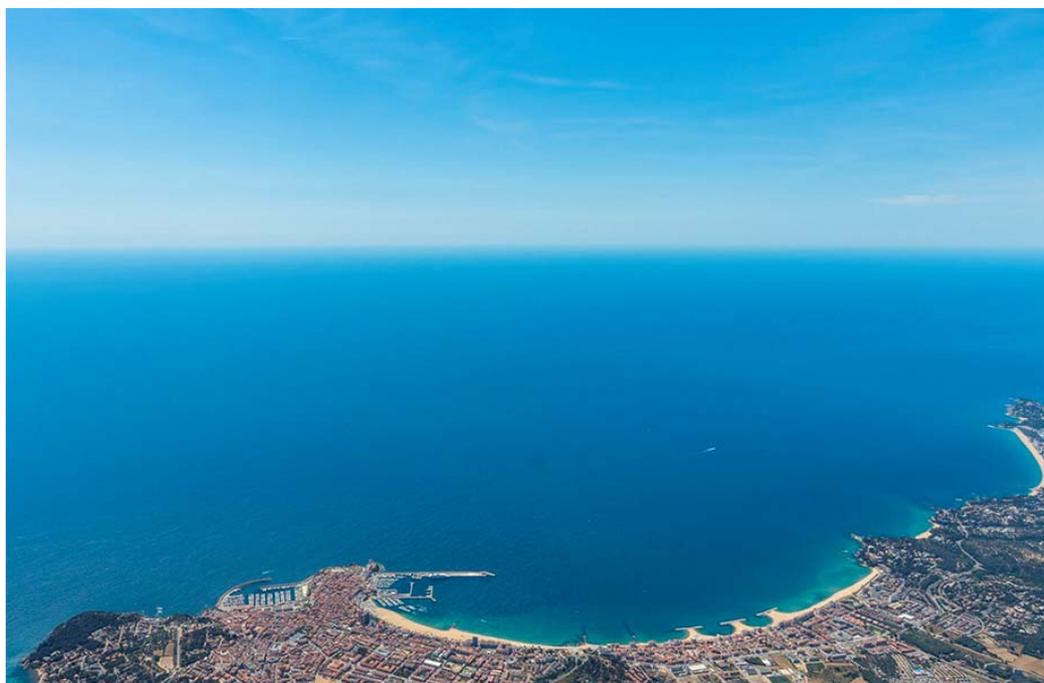
Prat's TMA, surrounded by high ground...and it's inside a danger area...and it was busier than The Nag's Head on New Year's Eve! Just squeezing an "Inbound" call out onto airwaves was like going up against Clint Eastwood's trigger finger...but the controllers there are sharp and had us on final for runway 31 and on the ground in no time. Vacate at Bravo with parking on apron Romeo-2. Welcome to Spain!

Contrasting the buzz of activity in the air, it was relatively quiet on the ground; we wandered around the apron and found a café where we could grab some lunch. The weather was glorious and both pilots were feeling good so there was no question we were going to press on for a second leg that afternoon. Once said pilots were refuelled it was time to

refuel the aircraft. Now whilst we were researching the trip, I had come across a snippet of information on an internet forum which discussed some trouble a fellow pilot had run into here at Sabadell: he had no chocks for his aircraft and no chocks meant no fuelling! Not wanting to find ourselves in the same situation we, before leaving the UK, had chopped up four pieces of aluminium angle and linked them into two sets of two using bungee cords to produce a rather nifty, lightweight set of chocks. As we shut down the engine at the fuel pumps, the attendant came sauntering over asking if we could chock the aircraft ready for fuelling. There was definitely a moment of smug satisfaction as we deftly snapped our new chocks in place...

The afternoon leg was a coastal hop down to Mutxamel which is a great little GA airfield serving the Alicante area, sitting as it does underneath the class D just 10 nm north-east of Alicante-Elche international airport. The VFR route out of Sabadell is lively and contorted; especially when routing south and runway 13 is in use as it was (as the wind had changed whilst we were on the ground). Once out of the area we were talking to Reus hoping to negotiate a CTR transit. No luck on this occasion so we headed further out to sea to skirt around it.

G-OGEM has a single-axis autopilot which might sound quite modest but it will hold a heading or a GPS 'magenta line' quite admirably and on long, straight legs it allows the pilot flying to a) take a step back to think about the flight's 'big picture' and b) relax somewhat! With the aircraft trimmed in pitch it pretty much stays put and it's



rather a relaxing way to be transported along the Spanish coast.

The Barcelona class D gave way to the Valencia class E and we were afforded superb views of the hotels and properties along the seafront with Albufera freshwater lagoon beyond. The landscape became drier as we reached the Cap de la Nau and turned southwest past Calp and the almost legendary Benidorm. Once there, it's possible to see Alicante in the distance and it was time to start thinking about descent. Talking to Valencia Approach, we skirted under their class A and then we were into their class D TMA. Mutxamel, being well aware of how they need to peacefully co-exist with the nearby international airport, produced a nice briefing sheet that helped guide us onto a right-hand downwind join for runway 12. It asks that you turn right-base over the power lines to the west and that sets you up for a nice final.

Arriving at Mutxamel at the end of the second day meant that we were able to take advantage of the generosity of Stefan's family who have a place in Calp, not too many miles to the north of the airfield. We had some much appreciated downtime, eating at a beachside restaurant and taking in some of the local sights afterwards.

Day 3: Alicante - Granada - Tangier

Our original plan for day 3 had been to fly from Alicante to Granada and then on to Gibraltar where we would stay for the night. However, as is the way with GA, things don't always go to plan! Gibraltar had issued a NOTAM complaining of radio trouble which meant they were unable to accept any arrivals – not even visiting charity flights that had been weeks in the planning! Oh, today of all days! We had a rethink over breakfast and decided that we should spend the day routing to Granada as planned and then straight on to Tangier where we would spend the night – an altogether more interesting proposition as it turned out!

We checked the rest of the NOTAMs (they looked ok), we checked the weather (it looked hot) and we filed our flight plan (we used SkyDemon). It's worth mentioning that every flight in Spain requires a flight plan to be in the system prior to departure – even for internal VFR trips such as ours. Fortunately SkyDemon submits VFR flight plans with aplomb so we were soon back at Mutxamel airfield and fuelling up for the 255nm, 2½-hour trip down to Granada.

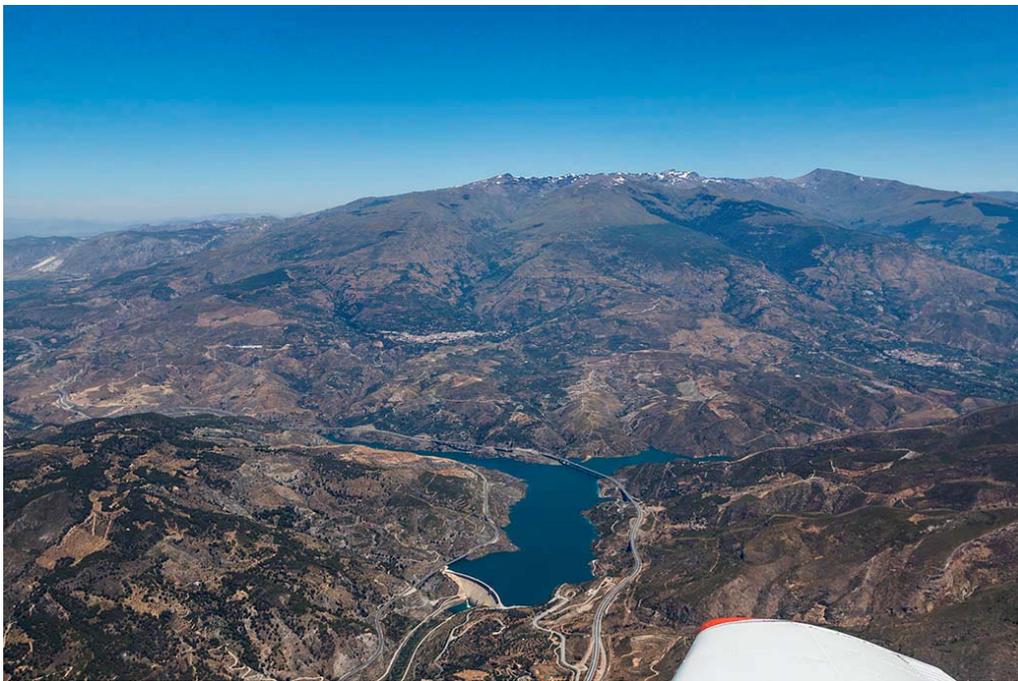


TOP: Closing in on Mutxamel, Alicante fills the screen.
ABOVE: On the ground in the blazing heat at Mutxamel.

Granada sits about 25nm inland from Spain's southern coast and there is high ground between it and the coast which reaches over 6000' AMSL – a new consideration which we simply don't encounter in the UK. Before filing the flight plan, we had discussed two possible routings: the first followed the formula which had worked pretty well for us so far by following the coast round to the south and then routing inland past the high ground. The second option would have us routing inland to the Yeste VOR from where we could track south-west towards the Malaga VOR which would take us right to Granada; a simpler, more direct route. Both routings had their own challenges; the coastal route had us relatively far out over water, potentially quite low followed by a climb over the high-ground to get to

Granada whilst making sure to stay well clear of the 11 414' Sierra Nevada. The inland route had us over very high ground with rugged, inhospitable terrain for almost the entire leg. The chart MEF in the area bristles with numbers like "72" and "75" – quite a show for the visiting UK flat-landers! In the end, we opted for the coastal route. We had not one single reason to doubt the reliability of G-OGEM but, should the worst happen, we were better prepared for a water ditching than a rocky arrival over hot and rugged terrain followed by an almost certain long, arid wait for SAR.

So, routing sorted, the first task was to ask for a zone transit overhead Alicante's international airport. Transit granted no problem – but first we were asked for one orbit around the "N" VRP "Camp de Golf". Just need to spot the



ABOVE: Routing towards Granada – Rules Reservoir in the foreground, Sierra Nevada on the horizon.
BELOW: Can it get any hotter? Refuelling at Granada.

golf course...ah, there it is! A veritable oasis in the desert. Now that must take some watering – have a look for it using an online satellite map and you'll see what I mean! Crossing to the west of the runway 10 threshold we were on our way down the coast towards Murcia for another class D crossing of another Spanish holiday hotspot. Murcia's CTR/CTA combination extends from the surface all the way up to FL115. Today the best ATC could offer us was a transit not above 1000'- and 6 miles out to sea. Not the greatest place to be but one that we had briefed and prepared for. Nonetheless, the sea was calm, there were plenty of ships around and G-OGEM was running like a dream. In fairness, it was quite exhilarating to watch the boats and ships screaming past below us. We also saw some offshore fish farms which is something I'd never seen before. Best not to disturb those then!

Once out of the CTA (but still within the class D CTR) we asked for a climb to 6000' which was duly granted. Next up was Almeria where we were allowed a transit at 6000' – much better thank you very much! Anyone who has holidayed in Almeria will no doubt remember the endless sea of white

plastic greenhouses to the west which is visible from the ISS in Earth orbit. Sitting at the pointy end of the aircraft for once, we could more easily appreciate the extent of the sprawl. It goes on for literally dozens of miles and actually encompasses several medium size towns. The area is responsible for producing more than half of Europe's demand for fresh fruit and vegetables but is also sadly often associated with allegations of modern slave labour using illegal immigrants and the dumping of vast amounts of plastic waste along the coast. Food for Europe yes, but perhaps food for thought too as we fly past on our transit.

A further climb to 7500' had us perfectly placed to deal with the high ground and also took us over the top of danger area D111 which stretches from the surface up to 6550'. We crossed the peaks and the ground started falling away again down towards Granada, itself within danger area D109. However, we were given permission to enter and made our way down towards the floor of the plain where the airport sits at an elevation of 1851' AMSL. Like most of the major airports along the route handling is required and, as we were about to leave Europe, we also

required a customs check to authorise our departure from the Schengen area. As the heat on the apron crawled towards 40°C we reflected on the "up" side of handling as the handler's air-conditioned minibus chauffeured us around the airfield. They could not have been more helpful - ok, that's what you're paying for but they showed a genuine interest in our trip too, which was a pleasant experience.

In an effort to take on as little fuel as possible at Tangier we refuelled to the brim at Granada and waddled on to the runway at MTOW. Back in the UK, density altitude is not something that routinely worries us but on this day it was something we definitely considered. Granada's 2900m runway made it something of a non-event although the increased ground roll and reduced climb performance were definitely noticeable. Granada ATC had already cleared us to enter the Seville TMA which lies above Granada; once inside the TMA we arranged a transit overhead Malaga airport – no problems here, straight over the thresholds of the famous twin runways of the Costa del Sol. As we passed the headland at Punta de Calaburras the coast curves away to the west and our straight track had us heading south-west out over the Mediterranean. This was it, the big one!

The Seville class D TMA gives way to class E then there's a strip of class D again to the east of Gibraltar. From our vantage point at 6000' we could see Gibraltar itself along with Punta de Tarifa - the southernmost tip of mainland Europe - and the coast of north Africa all at the same time. Does GA get any better than this?

The Moroccan AIP defines a number of seemingly strict VFR routes in the area so we routed towards the Malabata VRP which defined one of the starting points. As we contacted Tangier approach they rather unexpectedly asked us to confirm our radial and range from the TNR VOR/DME. Kudos to Stefan for dialing in 108.05 and lining up the OBS in double-quick time (bonus point for any reader who can remember the morse for "TNR" off the top of their head!) We were on the 060 radial at 16



miles. "Report final, runway 28" came the reply. Well that was easy! As we swung G-OGEM to the left to setup a runway intercept heading the city of Tangier rolled out before us. I don't know why but I half expected the leg to Tangier to throw us some complicated curved balls but it absolutely did not. The ICAO-compliant runway 28 came into view along with its ICAO-compliant PAPIs and approach lighting guiding us down to a completely standard touchdown. It was no more difficult than landing at Gloucester or Turweston. But this was Africa and we patted ourselves on the back as we taxied to parking on the GA apron.

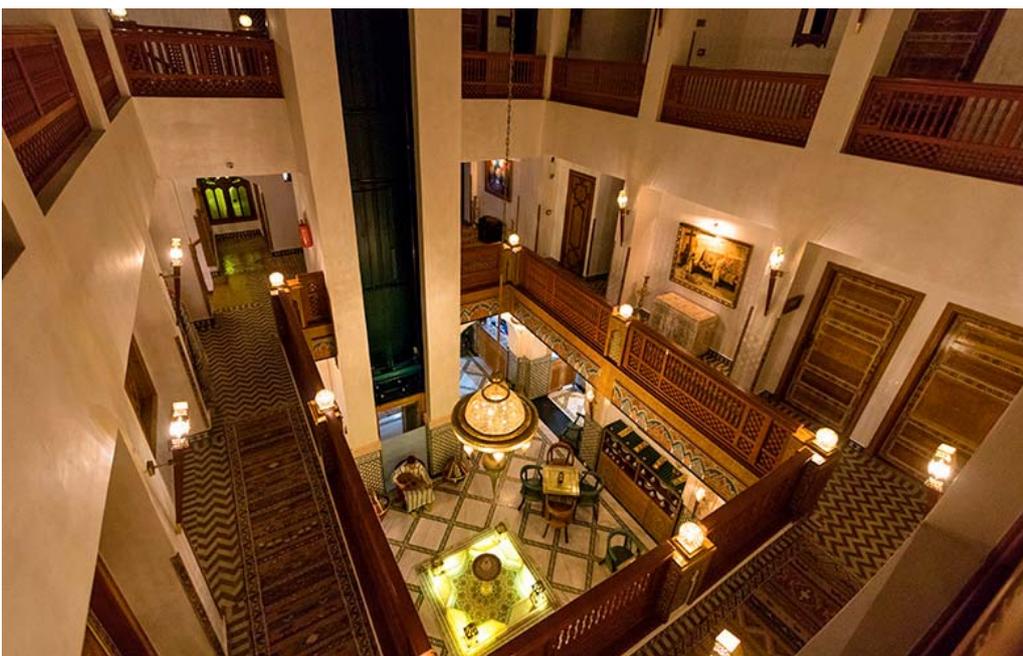
Night 3: Tangier

We chose Swissport as our handling agent as we figured it would be to our advantage to have some professional local help. That turned out to be a great decision, not least because they sent their black Mercedes VIP van out to collect us. We requested fuel before leaving for the hotel to help ensure a timely departure the next morning. After a mountain of paperwork, signatures and "cash only" had been exchanged we ended up having to pull the aircraft, by hand, across the scorching hot Moroccan tarmac to the AVGAS fuel bowser which had clearly seen better days! Several ripcords later it chugged into life; dirty exhaust fumes spewing out and looking every inch as though it ran on lumps of coal and old mattresses. Its AVGAS, however, was sparkling clear and G-OGEM lapped it up. Our Swissport agent then drove us in air-conditioned luxury to the main terminal and deftly negotiated our way through passport control. Once outside, she instructed the taxi driver exactly where to drop us at the hotel and what time to pick us up again the next morning – proper service.

The taxi ride to the hotel showed Tangier have much in common with many other cities: glittering high rise blocks within a stone's throw of the homeless living on streets. Our hotel was in the 'old' town which has much of the lower half of its buildings and walls painted blue. The hotel checked us in and plied us with green tea and cake before we headed out to explore and get something to eat. We had landed in Morocco a day earlier than planned due to the closure of Gibraltar and, as it happened, it was the night before Eid. Virtually all restaurants were closed as most of the locals busied themselves preparing for the end of Ramadan the following day. We wandered around the markets and narrow passages taking in



TOP: Not something you dial in to your GNS430W every day.
ABOVE: On the ground in Morocco as our air-conditioned Limo waits patiently in the sun.
BELOW: The hotel in Tangier old town.



the sights, sounds and smells and then ran into a local "tour guide"...or perhaps the "tour guide" selected us and made sure we ran into him! I have a feeling

that there might be many such tour guides in Tangier but our fellow seemed harmless enough and offered to take us to his family's restaurant which was

open and nearby. Perhaps first though, he proffered, we might like to pay a visit to his “Uncle’s” shop. Ah, now we understand what’s going on – and it’s all part of the experience anyway so let’s play! The shop sold a huge variety of trinkets, ornaments, rugs, crockery, pictures...pretty much everything any tourist might ever ask for. Up on the wall was a framed, mid-1960s photograph of actor Anthony Quinn purchasing a fez in this very store. Wow - we were in good company and “Uncle” seemed pleased that we had spotted Quinn. We had the full Moroccan bartering treatment complete with “Uncle’s” mock horror at the offers we were making. “Come, sit down and we’ll discuss”, he would say, gesturing towards the “bartering” sofa. This was not like shopping in Tesco! As a side note, it was interesting to note that the shop accepted any currency – all barriers to tourists spending money really had been removed! So, trinkets purchased, everyone was satisfied and we left for the restaurant.

As good as his word, our guide led us to a restaurant which was indeed open and the food was good to boot! One small detail though – our unexpected detour to “Uncle’s” shop had left us rather short of local currency. That also turned out to be no problem as the restaurant owner could send a runner back with us to the hotel to pick up the cash! Our tour guide stayed with us throughout the entire meal; chatting



ABOVE: “Just act natural” – enjoying the restaurant whilst our “Tour Guide” chats to his brother outside.
BELOW: Waiting for the moon – Ramadan draws to a close in Morocco.

about time he’d spent in England (Bedford in fact) and generally concerning himself that everything was to our liking (“It’s good, yes?”). At one stage he leaned precariously out of the adjacent first floor window to exchange pleasantries with his brother in the street below! Once we were fed and watered he led us back to our hotel and suggested that, perhaps, just maybe, there might be a bit of cash left over to give him a tip. To be fair, he’d given us a tour that we couldn’t have created by ourselves so a few Euros seemed a fair swap and everyone went to bed happy.

Can you believe it? We’d made it all the way to our nominated destination and, perhaps even more surprising, it had happened pretty much on-schedule without any major hiccups or dreaded weather delays. Now all we had to do was get ourselves home again, hopefully via Gibraltar...but that was for tomorrow.



WORDS: Anthony Ryan
PICTURES: Stefan Winkvist





First Flyout of the Year: to Leicester!

On the 18th August 2020 we managed a socially distanced flyout to Leicester. Not too far for the first flyout but great to get off the ground since the Covid 19 Pandemic. The weather was pretty good with odd shower to dodge.

Three PA-28's took off from Coventry at 1300 landing at Leicester around 1330 for a well-earned lunch. Those were;

G-COVA: Darren and Stefan

G-BTYI: Spencer and Neil

G-JSCA: Simon and Anthony

After a nice lunch in their café and watching some heavy showers pass by, we decided to depart Leicester heading for home. With a couple of aircraft going the long way around to do some sight-seeing.

A fun day out by all. We would like to thank Leicestershire Aero Club for having us!

WORDS & PICTURES: Spencer Hedges



TOP LEFT: G-BTYI in-flight snacks. Self-service of course!

LEFT: G-COVA enjoying a land-away for a change.

BELOW LEFT: Tower and café at Leicester.

BELOW: G-JSCA basking in Leicester's afternoon sun.



Up, Up and Away!

Congratulations to Darren Keverne for a great performance on his PPL renewal flight with CFI Mark on the 2nd September 2020. Welcome back to the sky Darren!

Well done to students Clive Medford and Daniel Abadi who both managed to get the remainder of their written exams completed during the lockdown period. Excellent use of the ground-time!

Hopefully we'll see more achievement highs in the next issue...





THIS PAGE: Afternoon sun breaking through the cloud over Mølde fjord

Half Way to the North Pole...

...and back again!

Two club members head north on the SEP trip of a lifetime.

Part 1 of 2

Whenever we mentioned that we were thinking of touring in Scandinavia, everyone's response was 'that will be expensive'. It was. So that's got that out of the way, except to say that the costs were pretty much as expected, the countryside was utterly spectacular, the people friendly and helpful and the flying facilities were excellent. It is a fantastic place to visit in a light aircraft.

Sue and I try to travel outside school holiday times. We had intended to visit Scandinavia in June 2018, when the days would be long and the weather moderately predictable (though it's never a 'dead cert' in Norway). A very old dog who was too frail to go into kennels put paid to that, but since the old boy did not last the summer, we thought about having a go in September. Even at that time of year, north of the Arctic Circle, the days would still be longer than the nights and as for the

weather – well maybe we would be lucky. To improve our luck, we would go anti-clockwise – east through Sweden, north through Finland and then down the Norwegian coast. We thought that this approach would at least leave the greatest weather uncertainty until the later part of the holiday.

I am very fortunate in having a wife that enjoys the flying experience. It can't just be flying for the sake of it - the usual minimum forfeit for a flight in the UK is a meal at the other end, but holidays in our friend's C172 are usually a great experience for both of us. Anyway, at the end of the day it's all Sue's fault – she gave me that first trial lesson for my birthday 20 years ago...

The shared holiday experience starts with the planning. When we have decided roughly where we are going, I do an outline flying plan, which we then jointly refine. We tend to look for places where we will be

able to see or do things, to visit cities, or to experience the countryside. What to do and where to stay (and how to get there from the airfields) is mainly Sue's department and we feed that back into the flying route which I update accordingly. An early decision this time had to be what navigation information to take with us. For Norway it was easy – the coastline is rugged and mountainous and there may well be weather diversions, so I wanted as much information as possible. I would therefore take both electronic and paper charts and would want information about all Norwegian airfields. For the rest of the route, as far as navigation was concerned, there was little in the way of ground obstacles – it was mainly about airspace. We were, however travelling around five countries and if we needed to re-plan, I wanted to have airfield information readily available.



wind, headings and timings, which I would fill in on the day. And if all of that failed us, we might have to resort to doing what no man likes to do – ask for directions (in this case from air traffic controllers).

Setting out

We decided to make the first night stop Bremen in Germany. On the day, a westerly wind would have allowed our C172 to reach it in one hop from Coventry, but it was not to be. The wind was light and easterly which would have left a meagre fuel margin, so we stopped for fuel in Oostende. To our surprise there were around half a dozen G registered light aircraft on the apron and the ground staff thought that we were a part of the flyout - from Elstree I think. An oddity at Oostende was that they had not received our inbound flight plan, but they had received the next one to Bremen. Both had been submitted the previous evening using SkyDemon and we had no issue activating the first leg as we departed Coventry, so that was something to keep an eye on. Anyway, Oostende were helpful as ever and sorted things, so there was no delay. We got our fuel and moved on.

requests were denied. In the event Dutch Military, who also provide the flight information service in a lot of uncontrolled airspace, were very accommodating and easy going and gave me all the routing I requested, pretty much without any restrictions. This was very helpful because a couple of weather fronts would have made it difficult to remain clear of cloud if we had not been able to be flexible with route and altitude.

Bremen, Germany

By the time we reached Bremen the weather was much better again, with reasonable visibility to both maintain a good lookout and to follow the VFR arrival route. We had some interference on the radio as we approached the airfield. Together with the fast delivery of the landing clearance, it made it difficult to understand the controller and I had to ask for several repeats - a bit embarrassing after the second repeat, but it had to be done. Bremen is a busy regional airport. They manage to combine being very professional with being friendly and helpful. We were quickly refuelled and out of the airport, which is where Sue's planning took over and we took a tram to our hotel in the city

I did my best to confirm whether paper charts are a requirement in the countries that we would be flying in; my overall conclusion was that they are not, that we are obliged to have up to date navigation information, but that the medium is not prescribed. So we opted for electronic charts in the form of SkyDemon for most of the route – the paper charts would have got used once en-route if at all, would have been another pile of paper and would have cost us another several hundred pounds. For the airfields, I decided to go for the full Europe set of Jeppesen flight guides – as with so many things, these are priced in such a way that by the time you select the ones that you want, you might as well buy the full set. The good thing about these guides is that they include a lot of useful country information, such as customs requirements, as well as specific airfield information such as fuel availability.

So we travelled with four instances of SkyDemon – two on tablets that we used during flight and two on our laptops for planning and as backup (plus a fifth on my 'phone should it get to that). There are also two GPS units installed in the aircraft. I had also pre-printed pilot logs for each leg of our route, with spaces for



TOP: The well known Musicians of Bremen.
ABOVE: The wonderful pig family on Sögestraße (pig street)

After Oostende we continued along the Belgian and Dutch coast and then turned inland past Rotterdam towards Germany and Bremen. I had not flown in Holland before. There was a lot of controlled and military airspace and, at the time of our flight, various Temporary Restricted Areas to negotiate. While I was looking to get a transit through several sectors, I had spent a lot of time planning alternative routes in case my

centre.

After depositing our luggage at the hotel, we walked into the old central square in Bremen. It was a pleasant warm autumn evening and we sat outside with our meal (and a local beer of course) and watched the world passing us by. The first stop of the holiday always seems to come with a sense of relief and achievement - it has all come

together and we are finally on holiday! Time to enjoy ourselves!

Before returning to the hotel, we visited an ATM to get plenty of Euros - the next fuel stop would be a cash-only purchase. Experience has in any case taught us that when flying there is always a risk of extra cash being needed. The proliferation of electronic purchasing is gradually making it less necessary (always right until the point where cash is the only option again, when you would be really stuck without it).

Next morning, the weather was looking quite good, but the forecast indicated that visibility would reduce, so we could not hang around for too long. The hotel booking did not include breakfast, which was going to be an outrageous €15 or so each, so we left early for the airport had a cup of coffee and a sticky bun there. Quite satisfactory and a great deal cheaper.

We had a slight delay at the airport - security gave us a 'phone and told us to call a specific number, which we did and confirmed that we were booked out according to our flight plan. We then went out to wait for the follow-me car to take us to our aircraft. Considering their earlier efficiency, after 20 minutes we were suspicious that something was not right, so we went back in only to find out that the 'phone call was supposed to be when we asked for the follow-me car. All got sorted and we just managed to get away before the murky mist rolled in. I doubt that half an hour later it would have been good enough even for Special VFR, I think that we would have been stuck for many hours.

Denmark and Sweden

Above the broken cloud visibility was perfect and after we passed Hamburg, the cloud dissipated and we got good views of the German countryside and then coast. We left German soil at Fehmarn Island and crossed into Danish airspace. We flew across south-eastern Denmark (Lolland, Falster and Mon) and passed south of Copenhagen and across a bit of the Baltic Sea on to Sweden. The weather was perfect for more great views of the coast and countryside.

Our only stop in Sweden was in Kristianstad for fuel. Several days earlier, I had contacted all of the airfields on the early part of the route, both for PPR and to confirm fuel availability. In Kristianstad, the



TOP: A Seawind 3000 at Kristianstad, Sweden.
ABOVE: Thousands of islands along the Swedish coast.

fuel would come from the Aeroclub, with whom we had to make our own arrangements. When we landed, Lars Petersson was waiting for us outside the Aeroclub. It was one of several friendly welcomes that we received during our trip. The fuel wasn't cheap, but through our visit we became members of the Aeroclub and therefore did not have to pay a landing fee. Lars was a delightful gentleman; he had come to the airfield for us specially to enable us to refuel. And to help our personal fuel requirements, he offered us coffee and had brought some of his wife's delicious apple cake. And we had a good chin-wag about flying and Sweden and everything...

The welcome we received from Lars was just lovely. It was one of the most pleasing aspects of the trip that pretty much all the people we

had contact with were supportive and many went out of their way to help.

Our next stop would be the island of Mariehamn in Finland. The response to my e-mail requesting permission to use the airport started with 'You are very welcome to visit our beautiful island.' - how nice is that?

After the pleasant interlude in Kristianstad, we took off again to continue along the eastern Swedish coast. The views were stunning, with hundreds, or more probably thousands of islands, which all looked idyllic in the afternoon sunshine. Early in our planning we had been hoping to stop in Stockholm, but Bromma airfield has stopped accepting GA traffic, so we were giving Stockholm a miss and continuing for our next stop in Mariehamn, Finland.

Mariehamn, Finland

As we approached, Mariehamn did indeed look delightful. There was no other traffic, so the approach procedure in the published guide was not necessary and we got direct routing to the airfield.

This was our first of many encounters with automatic fuelling

destination airfield in Norway closed early on Saturdays. I already had a spreadsheet to help us manage our UTC and local times and our itinerary. So another quick update to the spreadsheet with Finnish time, and all was well again.

We went out for a meal in the end and then spent a couple of hours walking around the town, including



THIS PAGE: On short final to Helsinki Malmi, with the round terminal building on the right.

equipment. The controller had warned us in our PPR and on the radio that the equipment was temperamental. Not for the first time, the issue was in the end resolved by assistance from the airfield staff and payment to them, rather than the computing god. I have a degree in computer engineering, but it rarely helps.

The ATCO was a very friendly gentleman, providing various useful information for flying in Finland. Once you provide Finavia, who operate most of the Finnish commercial airfields, details of your aircraft and a contact e-mail address, further landing fees are automatically billed to you via e-mail. On the negative side, their prices have apparently recently gone up and are a non-trivial £60 or so per landing. It seems that GA is under pressure everywhere.

It had been quite a long day of flying from Bremen, so we did not arrive until early evening. After we checked in at our hotel, we confirmed that they were still serving food, in case we didn't want to go out. We still had a couple of hours, so that was no problem, except that when I then checked my phone it indicated an hour later than my watch. We hadn't realised that Finland was a further hour ahead compared with most of Europe, i.e. 2 hours ahead of the UK.

As it happens, that difference would work in our favour when we would leave Finland for Norway, as it would be a Saturday and our

some of the harbours and parks. This included doing the Mariehamn coast to coast walk and back again (the town of Mariehamn itself is on a spit of land which is about $\frac{3}{4}$ of a mile wide).

It was one of the slight regrets of such a long trip that in order to cover the long distances, we did not get more time in some of the locations that we visited.

Helsinki, Finland

The next leg of our flight would take us to Helsinki. It would be a quick hop from Mariehamn, only an hour and a half or so, but the forecast for Helsinki wasn't great. More careful studying of charts to confirm that there were few obstacles, just airspace to worry about. The weather was always going to be marginal, but it was supposed to be getting better for a while around mid-day. Worst case, we would have enough fuel for various diversions, even to return to Mariehamn.

The glorious weather at Mariehamn started changing around half way through the flight. Eventually the cloud became less and less broken and the only option to stay legal and be able to stay below controlled airspace around Helsinki, was to stay below it. Below cloud the visibility was at times quite good, but at other times rather patchy. And the cloud was low – to remain clear we had to stay at 800 ft for a significant part of the journey.

Fortunately it lifted a bit as we approached Helsinki Malmi and we had an uneventful arrival.

There were many light aircraft parked at the airfield, but the weather meant that the airspace was very quiet, which may have been helpful, as the airfield no longer has ATC. In the electronic PPR and in the flight guide there were reminders that because there was no ATC, pilots must remember to close their flight plans themselves. So it was a tad embarrassing when one of the airfield staff found me to say that Helsinki ATC had been onto them to confirm that we had landed and could our flight plan be closed. Another apology...

Like many General Aviation airfields, Helsinki-Malmi is under threat, despite being the second busiest airfield in Finland. Finavia has withdrawn its services and the airfield is now uncontrolled. The airfield and the airport buildings are an important heritage site (it was the main civil airport serving Helsinki before the 2nd World War and still retains the original and rather spectacular main building). All that does not change the fact that the city wants the area for housing, so it's another battle of what almost everyone wants vs money. So visit it while you can – it is both interesting and it has a great café overlooking the airfield to while away a bit of time and to chill out.

From the airfield, the city is a 30 – 40 minute bus ride direct to the city centre. Helsinki is an easy city to



ABOVE: The Big Time: made it onto the departures board at Helsinki.

BELOW: The Sibelius memorial - guess where - in Helsinki's Sibelius Park (Sibeliuksen puisto)

like. It has the ambiance of a well-established European capital, with architecture to match, good facilities and a vibrant but pleasant and open feel. We spent the next couple of days walking around and visiting some of the must-see sites such as the Church in the Rock (a church partly underground, carved into the granite hill on which it stands) and the memorial to one of Finland's most famous sons, Sibelius. The weather was brilliant for September and we spent a lot of time walking around in T-shirts and shorts, stopping at cafes in various parks for refreshment.

The only disappointment in Helsinki was the City Art Gallery, which was rather too contemporary for our liking, particularly the 'exhibition' on graffiti. We wondered whether they would have appreciated us expressing our feelings for art by bringing in a few spray cans of black paint and covering most of it over, but the judging of our contribution to art would probably have extended our stay in the city beyond our plans. On the first evening, the nice lady on reception at the hotel recommended a nearby restaurant serving typical local food, the Kolme Kruunua (the three crowns). It wasn't cheap (Scandinavia and all that), but the food was excellent. Santa will just have to find himself an alternative power source for his sleigh, that's all.

Overall, Helsinki left us with a lovely impression and a desire to revisit. On the day of our departure, the weather presented us with an interesting challenge again – the visibility at Helsinki was poor and getting worse, while the weather at our first destination (Savonlinna) was not due to lift until late morning. It looked like we were going to be one of few GA aircraft flying. When we arrived (admittedly quite early) the automatic booking system had only

received four bookings for the day! And one of our biggest problems first thing in the morning during the week, on a poor flying day, was finding someone who would let us airside – it took us 40 minutes to get to our 'plane. The usual GA story – arrive with lots of margin and end up being pressed for time anyway. It often takes a positive effort not to allow oneself to be rushed when you finally reach the aircraft in such circumstances.



Savonlinna, Finland

Fortunately, the layer of murk that was forecast to get more dense as the day progressed was not very deep, so we were able to stay above it and below the controlled airspace of Helsinki's main airport. Once away from the controlled airspace around Helsinki, the murk below gave way to scattered / broken cloud all around. It made for some fun navigation and the air became much clearer, so the views of Finland's thousands of lakes added a lot of interest to the flight.

The en-route controller gave us a cool reception when I confirmed that we had not filed a flight plan. They are not required in Finland, but

apparently strongly preferred (the Finns seem to be both helpful but also pretty direct – they say what they mean).

Approaching Savonlinna we had to do a few orbits to descend through a gap to be below cloud and some more low-level navigation to reach the airfield. The cloud was just starting to break-up, as forecast. On the day of our arrival, Savonlinna was open to passenger flights for two periods, one in the morning and one in the afternoon. We arrived between these (having previously confirmed that this was acceptable), so made calls to Savonlinna traffic, landed and found ourselves an out of the way parking space near the edge of the apron. Pekka Nurmi, the air traffic controller with whom we had previously exchanged e-mails, was on site but not on duty, so he came down to have a chat and to make sure that we were sorted for transport. He also made sure that someone from the aero club would be around for us with fuel when we returned (cash transaction again).

Again, just delightful to get such a friendly welcome.

We took a taxi into town and took a tour of the castle. The castle is in fact a medieval stone fortress (first parts were built in the 15th century). It was built to protect the trading routes, collect taxes and provide refuge against attack. The region has been dominated, conquered and traded between Sweden and Russia ever since. As ever, the main losers were usually the people who lived in the area. Savonlinna is now in Finland, which was established as an independent nation in 1917; it is still in the border region, only 35 miles from Russia. The castle is definitely worth a visit, spectacular and steeped in history. The guide spoke

excellent English and brought the past to life for us.

We then stopped for lunch at a local hotel, Hotel Saima, where we had salmon soup with fresh bread – we didn't want a huge meal and this suited us perfectly. Before heading off to the airfield, we submitted a flight plan from the iPad for our next leg to Oulu – SkyDemon made all of the trip planning, route planning and management of flight plans straightforward. Working out what to do with flight plans at every airfield or in each country would have been yet another overhead that we had previously experienced and did not miss at all.

Back at the airfield we topped our fuel up (we always filled to full wherever we had access to fuel) and set off to Oulu, this time with Pekka in charge of the airfield. Visibility was now perfect and we saw many more of Finland's thousands of lakes.



Leaving Finland

Arriving at Oulu, there was a moderate amount of activity, with the controller switching between English and Finnish and / or Swedish (I can't tell the difference and most Finns that we met spoke both Finnish and Swedish and had excellent English too). I suspect that a full day of travelling and sight-seeing had had an impact – I think that when we landed I made the classic student mistake of starting to transmit before the controller had finished. Not having heard what I should do after landing, I stopped and asked for instructions and was told politely but very firmly that I should not stop there and should vacate the runway immediately. Sorry (again).

The hotel was mid-way between the airport and the town of Oulu, but after having dinner, we didn't feel like continuing onto the town, so we just had a walk around the local nature reserve. The next morning was another early start, this time continuing onto Norway. We were intending to stop for fuel in Lakselv (Banak) and then to fly around the northernmost point of Europe (the North Cape) to land at Alta. But it was Saturday – the only day when Alta closed in the early afternoon, so the timing was going to be tight (even with gaining the extra hour from Finland to Norway). In addition, the Jeppesen flight guide indicated that fuel could only be obtained in Lakselv using the BP RocketRoute app – which sounded like a pain and



TOP: Much of Finland is more lake than land...
ABOVE: 7000 year old rock carvings in Alta (coloured by the museum to make them easier to see)



could just result in missing the closing time at Alta. So we had decided to go directly to Alta.

The flight guide also explained customs / immigration procedures for each country. It indicated that arriving from Finland to most Norwegian airfields (including Alta) we had to send an e-mail to Norwegian customs with details of our flight and who was on board. Customs thought differently - I got a reply that this procedure did not actually normally apply to Alta, but that they would allow me to do it in this instance, which was good of them.

As we approached Norway and the Barents Sea, the Finnish wooded lowlands were replaced by more elevated moorland. The moorland looked similar to the North York Moors, but on a significantly larger scale – it was bleak but beautiful.

We approached Alta from the south, following the Alta river and the gorge which it had carved out. The views were superb, as was the vision presented by Altafjord when it finally appeared.

Alta, Norway

The fueller was on the apron just finishing another aircraft, so we were in luck there too – except that it turned out that to get fuel we had to do the same as we would have done in Lakselv – use BP's RocketRoute. WHAT A PAIN! It took nearly an hour to get an account, log in and to authorise the fueller, who was standing next to us all this time, to deliver the Avgas. The fueller was incredibly patient (I think that he had seen this before) and helped us as much as he could. It appears that BP have switched to using this system and at the same time are pushing RocketRoute as flight planning software. Some of the other pilots that we spoke with in Norway were more used to the fuelling app and did not find it as much of a pain we did, but still used SkyDemon. Good job that all the BP staff that we met at the various airfields were accommodating and patient.

Anyway, while on the Apron at Alta, as well as the helpful fueller, we also got talking to Ingemann, one of

the local pilots. He had just been flying and said that though it was a Saturday he had some office work to finish and should be heading back there, but was looking for an excuse to spend more time at the airport. This suited us very well, because he was very experienced with flying in the local area, was very pleasant company and had a lovely sense of humour. He checked the weather and said that it would have been a good day for a flight around Nordkap. The lovely weather in Alta did not necessarily bear any resemblance to the weather on the coast 90 miles to the north-east, one to watch out for if we try for Noordkap before we leave.

Ingemann then gave us a lift to our small family run hotel, which it was not available to get into at that time of day, so he took us to the nearby Alta museum. That was going to be our next point of call anyway, so we had some lunch there and spent the rest of the afternoon walking the several miles of trails around their Neolithic rock carvings on the slopes around Alta fjord. We enjoyed the experience so much that we came



ABOVE: Approaching Nordkap, the northernmost point on mainland Europe

back again the next day and did it again. This was good both because we saw it all again in more depth (the audio guide from the museum was a big help), but because many of the carvings looked different in the morning light. The trip so far had been great, but this was for us the high point. The weather was sunny and pleasantly warm (t-shirt weather), the views of the fjord were magnificent and the 'outside museum' of rock carvings, set on the side of the fjord were unlike anything that we had seen outside before.

We were well north of the Arctic Circle and during our first visit to the museum, one of the staff told us that the Northern Lights were readily visible over the last few nights. In the morning, before returning to the museum, we hired a car so that later we could go out of town for a walk and to then watch the Northern Lights away from the lights of the town. The road out of town to the south followed the river in a valley and it was hard to find a good, unobscured view of the sky, so in the end we decided that after dinner we would drive along the fjord instead. We did just that and spent a couple

of hours getting cold waiting for the Lights to appear. All we saw were a couple of glowing lumps, which kept changing shape, but it wasn't the spectacular show we were hoping for. So we gave it up. When we got out of the car at the hotel, the Northern Lights were above us in their full glory (despite the town lights) and we spent a good while watching them.

Nordkap (North Cape), Norway

Since we missed out on the flight around Nordkap when we arrived, we decided to have a look when leaving Alta. Having got that far north, it seemed churlish not to finish it off with a flight around the northernmost point in Europe. The flight around Nordkap was very enjoyable and the scenery was wonderful, but the visibility was not great – it was quite hazy for the whole journey.

The area is close to the Russian border, so we did get a few questions from the air traffic controllers whenever our track looked like it would take us near the FIR boundary. The Norwegian

ATSUs always gave us great support and even when fairly low level and masked by mountains, seemed to know where we were.

The day may not have been great for photography, but we had achieved one of the goals of the trip. Returning from Nordkap, we realised a limitation of our strategy to fly the tour anti-clockwise. We did this in order to minimise the impact of poor weather along the Norwegian coast on the whole trip (that worked well), but it did mean that along the most spectacular scenery of the trip - the Norwegian coast - we would always be flying into the sun.

We landed back at Alta to pick up fuel (our next stop, Tromsø, did not have Avgas due to a problem with the fuel bowser). However, while the patient fueller was going about his business (after my usual battle with the RocketRoute app), Sue arrived with a Jubilee clip that she spotted on the apron not far from where we had been parked for the previous two nights...!



WORDS & PICTURES: Mike and Sue Konrád

“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.

' – foot/feet

ACRIV - Aéroclub Rennes Ille-et-Vilaine

AGM – Annual General Meeting

AIP – Aeronautical Information Publication

AMSL – Above Mean Sea Level

ATC – Air Traffic Control

ATCO – Air Traffic Control Officer

ATM – Automated Teller Machine

ATS – Air Traffic Service(s)

AVGAS – Aviation Gasoline

BP – British Petroleum

C – Celsius/Centigrade

CAA – Civil Aviation Authority

CAP – Civil Aviation Publication

CAS – Controlled Airspace

CTA – Control Area

CTR – Control Zone

DME – Distance Measuring Equipment

E - East

EASA – European Aviation Safety Agency

FI – Flight Instructor

FIR – Flight Information Region

GA – General Aviation

GPS – Global Positioning System

ICAO – International Civil Aviation Organisation

IFR – Instrument Flight Rules

ISS – International Space Station

L – Local (time)

m – metres

MEF – Maximum Elevation Figure

MSA – Minimum Safe Altitude

MTOW – Maximum Take-Off Weight

N – North

NDB – Non-Directional Beacon

nm – Nautical Miles

NOTAM – Notice to Airmen

NW – North-west

OBS – Omni-Bearing Selector

PAPI – Precision Approach Path Indicator

PFL – Practice Forced Landing

PPL – Private Pilot Licence

PPR – Prior Permission Required

RA(T) – Restricted Area (Temporary)

S – South

SAR – Search and Rescue

TMA – Terminal Control Area

TNR – Tangier VOR identifier

UK – United Kingdom

UTC – Universal Time Co-ordinated

VFR – Visual Flight Rules

VIP – Very Important Person

VHF – Very High Frequency

VOR – VHF Omni-Directional Range

VRP – 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.

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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! It can be anything to do with flying ranging from flying trips (long and short), useful tips, historical items, pictures – get your creative juices flowing!

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