

Members' Newsletter

The Newsletter of Coventry Aeroplane Club

Issue 5 Autumn 2019

The Aviator Café opening a success!

Officially opened on Saturday October 5th, with a special Grand Opening Event on Saturday October the 19th, the Aviator Cafe has officially taken off!!

During the test pilot weekend guests were treated to their first full English breakfasts for quite some time. Freshly ground barista coffee and freshly baked Victoria Sponge were also on the menu!



The Aviator Café is open on Saturdays and Sundays.

Opening hours are 8:30am till 10:00pm Saturdays and 8:30am until 6:00pm on Sundays.

Breakfast and Lunch will be available and on Saturday there will be bookings taken for dinners. Members will be able to select wines from our members only wine list, and an array of cocktails and local beers will also be on offer.

For more information please contact Daniel Abadi via email on info@pilgrimskitchen.com

Club News

Christmas Dinner

The Club's annual Christmas Dinner will be on Friday, 29th November, 2019 at Coventry Golf Club.

You should all have received a personal email about this popular event, but if not call the club to reserve your place.

There is a table plan already at the club house - as per the two previous dinners the table plan will be set by you! If you have a group that wants a table, please pop in and complete the plan, or give the desk a call it will be completed for you by Julie or another member of the team.

Please also be sure to pass on your menu requirements to the ops desk who are also compiling the details.

The cut off date for purchasing your place will be Sunday 24th November.

Coventry Airport News

Night Flying

The clocks have changed which means that the airport has moved to winter opening hours of 09:00-17:00 Fri-Weds and 09:00-20:00 on Thursday.

This year there are no pre-notice requirements other than the usual PPR.

Flying to Arras, France

with student member Jimmy James, daughter Hettie and Instructor Claire

Wednesday 28th August, 2019

Flight plans and GAR forms filed, lifejackets and raft collected, chart of Northern France and French rules of the air packed, weather..... unbelievably fabulous! There's nothing stopping us, or so we thought! "G-VC is this a local flight?" the tower asked as we were taxiing to Juliet. "Er, no, we're going to Calais and you should have flight plan acknowledgements for both our outbound and inbound flights" I replied. "Negative, we don't have any acknowledgements here for you at all". Great. What a waste of a day I was beginning to think after 15 minutes at the hold. However, eventually our outbound flight plan was found and, although our return one was also missing we decided to go and hopefully sort that out at the other end. Fingers crossed and we're off, albeit 35 minutes behind schedule!

Let's go!

The route was pretty simple: Southam to Daventry VOR, then Lambourne VOR (Stapleford Airfield), Dover and finally Calais. This required a couple of zone transits, from Luton and Southend and also Lille just before arrival. Happily all were given and it was a straight run. The view of Luton was great, especially with a couple of arrivals and departures to enjoy whilst we transited. London was stunning in the morning sunshine – I don't think I have ever seen our capital so clear of smog! Southend was very helpful giving us a traffic service and keeping tabs on traffic that was nearby. Once past their airspace it was time to climb to 6000ft for the water crossing.

The views of Dover at that altitude were amazing and the Channel looked wonderfully calm for the large number of ships navigating the shipping lanes below us. Calais approached fast so we descended rather steeply for the last few miles, before joining downwind to land at Calais using runway 24. First leg successfully completed! Now to sort out refuelling, messaging our contact Olivier at Arras with an ETA, paying landing fees in advance and sorting out that lost flight plan to get us home! Calais was quite frankly brilliant. It was all so easy, nothing was too much trouble. I had to re-file the flight plan over the phone with someone in Bordeaux, but even that was trouble free. As a result we had managed to claw some time back and were not far off the original schedule.



Dover Harbour

The next part of the flight was an internal flight from Calais to Arras Roclincourt. Flight time was approximately 30 minutes with a zone transit through Lille and Merville Airspace. Again Air Traffic Control in France is so GA friendly and we were given transit through the airspace. The most surprising part of the trip for me was trying to navigate using a style of chart that was different to the usual half-million chart of the southern UK! Nevertheless, we arrived at Arras on time and completed an overhead join, with the RT being given in French!

Arras Roclincourt is a lovely little grass airfield to the north east of Arras. They have a friendly club, bar, several hangars full of aircraft and gliders. The downside was nobody we initially spoke to could converse in English! Thank goodness Jimmy has good conversational level French linguistic skills – I would have really struggled at this point. After a little bit of wandering around hangars, we found a friendly chap who telephoned Olivier and he arrived soon after with his girlfriend Stephanie. We jumped in the car and were whisked to our destination.



Calais – Dunkerque Airport

So where did we go and why? Well, we actually went to visit Captain F.D Livingstone who served with the Royal Army Service Corps during the First World War. Captain Livingstone is Jimmy's Great uncle and on 22nd March 1918 he was laid to rest at Duisans British Cemetery aged 32. Our mission was to lay a wreath and pay our respects to a man who had paid the ultimate sacrifice.



Arras Roclincourt Airport



Jimmy & Hettie paying their respects

The journey to the Cemetery was quick. I'm not sure really what I was expecting, maybe an area of parkland that surrounded it or something, but I was quite surprised at its location – literally at the side of the road, blink and you might miss it if your mind was focused on other things.

Jimmy's preparation for the trip meant that we knew the exact location of Captain Livingstone's headstone and the wreath was laid by Hettie. Jimmy recited the famous and very poignant passage from the poem "For the Fallen" by Robert Lawrence Binyon and we

had a moment's silence. Afterwards, we spent some time looking at the other headstones and reading some of the historical information about the cemetery. I was taken aback at the number of very young soldiers laid at the site – many were just 19 years old. I was also surprised to see the different nationalities laid to rest there, Canadians, Jews and, most surprisingly there are 88 German graves scattered throughout the site.

Our task completed, it was time for lunch! Olivier and Stephanie drove us into Arras town and we sat at a lovely café in one of the squares and enjoyed some well-earned delicious French food!

Alas, time was tight again so we couldn't stop for long so it was back to the car for the journey to the airport. We said our goodbyes to Olivier and Stephanie and started the journey towards home. The flight between Arras and Calais was again excellent with clear skies and zone transit clearances all the way. Calais were quiet so no delays. We departed Calais just as they were closing at 17:00 UTC.



The late afternoon sun provided some lovely views across the Channel and southern UK as we travelled northwest bound towards Coventry. It was, however, a busy time of day from a Commercial traffic point of view. We just managed to obtain a clearance through Southend, but were not so lucky with Luton initially. From Stapleford Airfield we had to divert towards Bovingdon VOR and were finally given a crossing clearance just to the east of Birkhamstead, routing directly towards Daventry. Coventry Airport was a welcome sight and we touched down at 17:40 UTC. Mission accomplished and after a total of 5 hours 15 minutes in the air we were all exhausted!!!!



Across the Irish Sea

by Nigel Reilly

I have made a few short flights this year in the Club Warriors to Sywell, Oxford and Cambridge but all in VMC conditions. Although I hold a restricted instrument rating I felt that it would be prudent to do an instrument flying refresher flight before my planned trip to Northern Ireland. I was glad therefore to get a booking with Claire in GCOVA at the end of July.

Claire put me through my paces with limited panel practice, timed turns, compass turns, and recovery from unusual attitudes finishing off with a practice engine failure on the downwind leg on our return.

I had been contemplating this trip across the Irish sea for some time, to visit my cousins who I had not seen for a few years. The route across to Enniskillen, EGAB, involved a sea crossing of about 70 nautical miles from Anglesey to Dundalk passing well south of the Isle of Man. My plan was to fly outbound at 4,500 feet and return at flight level 5.5 to comply with the semi-circular level rules. Obviously there would be a period of time when an engine failure would plant me in the drink!

I was grateful to Stefan for lending me his life vest, but I was unable to obtain a life raft. Aerosafe no longer offer a two man raft but only the four/six man raft. Since this raft is predicated on a load of 300 to 450 Kgs I declined their offer. This large raft would ride high in the water with only my 69 Kgs on board, and it would easily be liable to a dangerous capsize in only a moderate swell or windy conditions.

In the end I went without a life raft, perhaps not the most prudent decision! If I had been taking passengers I definitely would have taken a life raft.

I planned the route to skirt up the eastern side of the Birmingham Control Zone, across to the "HAW" Hawarden NDB, then to waypoint Lynas, direct to waypoint Boyne and making landfall at Dundalk, and then direct to Enniskillen, a total distance of 257 nautical miles. I made a thorough check of the Notams, filed my flight plan, and checked the weather closely up to my departure date, Monday 5th August.

On the day of the flight the only concern was a forecast of thunderstorms, "30% probability" for Belfast.

I took off at 1145 in GCOVC and climbed to 1800 feet obtaining a basic service from Birmingham Radar. I then changed to East Midlands LARS for a traffic service and climbed to 2800 feet. Shawbury LARS was next with a traffic service, and they handed me off to Hawarden Radar still maintaining 2800 feet to pass below the Niton CTA.

Hawarden cleared me through their zone, and next was Valley LARS. Cloud conditions and visibility were favourable up to this point, but there was a ten knot headwind component so far. I then began to notice some cloud buildups ahead.

With a traffic service from Valley I climbed up through a broken cloud layer to 4,500 feet direct to Lynas. At this altitude above this broken layer, I was able to see if there were any large CB buildups on my track. It looked OK in my direction of flight. About half way from Lynas to Boyne I was able to get Dublin Radar loud and clear, (my seventh transponder code change) and could sign off with Valley.

Dublin gave me a traffic service and followed me for about the next 80 n.m. Soon after passing Boyne the Irish coast came in to view. I flew through a rain storm west of Dundalk and then after clearing with Dublin Radar descended to 2500 feet. Enniskillen has a nice airport with a 1225 metre tarmac runway and A/G radio but no instrument approach. My planned diversion airport was Londonderry which has an ILS, and is only about 25 minutes flight time to the north. I landed at 1432 in good weather, (and no sign of any thunderstorms) making a flight time of 2 hours and 47 minutes.

I got refuelled and tied VC down securely and did not have long to wait for my cousins Martin and Mary to arrive from Cavan. They are farmers and have a really beautiful and large farmhouse. It was great to spend two nights with them and catch up on all their family news.

My return flight on Wednesday 7th was uneventful departing at 0954 and arriving in Coventry at 1209 benefiting from a tailwind of between 20 and 25 knots. I followed the same route, and made the crossing at flight level 5.5 in and out of the clouds.

I count it a privilege to be a member of Coventry Aeroplane club where I obtained my PPL in 1963 under CFI John Hill on the Auster aircraft. It is good to have access to two well equipped Warriors, and after a long career as a pilot I still very much enjoy getting airborne at the age of 74!

Cov Aero, meet Julie...



With **Ron Ayers** stepping back from the Duty Desk due to ill health, we now have **Julie Thomas** in the Ops Desk role as a new employee.

Julie is new to GA and is rapidly learning the various facets of the Ops Desk role - not to mention all the flying jargon!!

Do your best to make her feel welcome!

...and new F.I. Rapha



If you haven't already heard, the flying school has welcomed a new flight instructor – **Rapha Hameed** – to the team!

Rapha can teach PPL so if you've been struggling to get a slot please have a look through the booking system and pop yourself in with him!

Oh, and be nice to him too!

Did you know.....

That the UK is one of the few countries (if not the only country) that **doesn't** require that flight plans are closed on arrival!

Most other countries require that plans are explicitly closed on arrival at your destination. Usually, ATC do this for you, but if you divert you may have to do this yourself. If you don't, you may find yourself being billed for any subsequent Search & Rescue operation to locate you!

The UK has no such requirement, so you should nominate a "Responsible Person" who would be responsible for reporting your non-arrival to the authorities.

A responsible person does not have to be a pilot, but they do have to know who to contact should the worst happen (D&D on 01489 612691 E-Mail - d&d.mil@nats.co.uk)

During airport opening hours, the Coventry AFISO will automatically act as your responsible person.

Recent Legal changes

Two recent changes to part FCL (Flight Crew Licensing) legislation may affect some members.

LAPL Recency changes

From 11 November 2019 Holders of a LAPL(A) shall exercise the privileges of their licence only if in the last 2 years they have met any of the following conditions as pilots of aeroplanes or TMGs:

(1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:

- 12 take-offs and landings;
- refresher training of at least 1 hour of total flight time with an instructor;

(2) they have passed a LAPL(A) proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the LAPL(A);

PPL Medical changes

Also from 11 November, a PPL pilot may fly with a LAPL medical (this was previously illegal.) LAPL privileges apply (ie ≤ 3 pax, MTOW < 2000kg, VFR only) but PPL revalidation rules apply.

Airport passes for Airside Access

The security requirements for airside access to the airport have been revised to reflect its GA focus. The emphasis is now to keep the site secure to protect planes and equipment, not meet government security requirements and this means that airport businesses can issue their own airside passes so long as they have a tracking system in place that is acceptable to the airport.

The club can now issue airside passes to members and club keypad security system cards.

The club will issue passes to members free of charge – a saving of £80 per pass for everyone!!

Instructions for applications are on the club website, and the level of ID documentation is reduced to a photo for the new pass, a matching photo ID and a matching proof of address.

The only restriction on the club issued pass is that it will not provide access through other airport gates, including the Western Access gate. Members who require this facility will need to contact the airport directly.

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

Club Social Events

It's the time of year when we start thinking about Winter & Spring social events. We've had some successful talks in the past about a variety of subjects, but what would you want to hear about this year?

Do you know someone with an interesting aviation related story to tell?

If so let us know at committee@covaero.com



Flying Successes....

Congratulations to **David Ramirez** who passed his PPL skills test and to **Clive Medford** for completing his QXC skills tests.

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

Vice Chair : Vacant

Secretary : Rowan Smith

Treasurer : Neil Hedges

General Committee members

Peter Gibson, Richard Holland, David Penson, Stuart Robottom-Scott, Anthony Ryan, Lauren Tilsley, Alex Whyte, Stefan Winkvist

Want to Join us? email committee@covaero.com

Head of Training/CFI :

Mark Rawlings

Safety

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

....And finally

We aim to produce these newsletters for Club Members quarterly.

What else would you like to see?

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

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

Do you use Social Media? Follow us on Facebook, Twitter and Instagram

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

