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Issue 14

Welcome to our **Late Spring Newsletter 2008**. This is just a short resume of some of the goings-on of the year. Considering the economic doom and gloom being spread about by the media private flying has been reasonably buoyant so far this year. Having said that, fuel prices continue to rise so unfortunately our flying charges have also had to take an upward turn.

For those who have internet access take a look at www.cotswoldaeroclub.com. We've revamped the news areas this year and hope to keep these pages up to date with goings-on within the Club and to some extent the airfield as well.

Talking of Gloucestershire Airport, you may already have discovered from the media that the runway safety plan suffered another delay due to council prevarication. My sources tell

me that the project is still ongoing and there is hope that the final objections will be resolved in the next few months. It is now looking likely that non-precision GPS approaches will come to Gloucestershire Airport in June 2008. So, all IMC and IR rated pilots, you've got another type of approach to fly when being trained or tested.

Elsewhere in this newsletter you will see details of the radio upgrade to G-OMNI which is relevant to the above paragraph.

Your Social committee continue to work to provide a varied social event programme, our next event is detailed on Page 2, please come along and support it. As we held the Club dinner in November last year we have decided to forgo a Dinner this year and put the event back to its usual March timing for 2009. Details of

other social events will be posted nearer the event times.

These are changing times. The European Aviation Safety Agency has now published its draft of how licencing will be under it's administration. If you wish to comment please go to www.easa.europa.eu where the appropriate documentation can be found. Whilst this process at first glance appears daunting it looks like once all is in place life for private aviation may actually get a bit easier!

Hopefully a dry summer is about to arrive to give us some good flying days. Spain, Scotland and Ireland are on the agenda for various members so far and we look forward to the subsequent articles for the newsletter.

Hoping to see a good turn out for the Barbecue.

Phil

Do you receive emails from us? If not and would like to then please email socom@cotswoldaeroclub.com so that we can add your address to our mailing list.

Also, do we have your up to date contact details?

Please let Debbie know if there are changes to address, phone numbers, etc.

Members Achievements

PPL

Tim George	March 08
Caleb McKinstry	March 08
Phillipe Garang	April 08
Tony Chapman	April 08

Night Rating

Jan Heath	January 2008
John Holder	January 2008
Simon Hurley	March 2008
Dave Holder	March 2008

NPPL Microlight

Andy Lewis	December 07
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IMC Rating

Ed Reed	May 2008
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First Solo

Tony Chapman	31/12/07
Dave Greenwood	05/05/08
Richard Tebb	12/05/08

SUMMER BBQ & LIVE

MUSIC FROM EOS

Saturday 21st June 2008

At the Clubhouse

Starts from 18:00hrs

£10/Head Inc Drinks + Music



Listen to The Eos Music Trio : beautiful strong vocal harmonies and fine musicianship make Eos Music truly memorable. Eos are Jan Bayliss (guitar & vocals) Jan Vaisey (guitar & vocals) Ian Harvey (guitar & mandolin)



Our PA-28R 200 G-OMNI has now had a radio upgrade to keep up with changing legislation and airspace requirements. It now boasts a Garmin 430W combined COM/NAV/GPS transceiver and a Mode S transponder.

The full equipment list for this aircraft is now 2 Com, 2 Nav/ILS, GPS (approved for non precision GPS approaches and BRNAV approved, ADF, DME and Mode S transponder.



For those wishing to familiarise themselves with the Garmin kit I would recommend a visit to the Garmin website from where simulation programmes may be downloaded to your own PC. These simulators are an invaluable aid to becoming familiar with the equipment. There is no charge for these downloads.

Those of you who fly G-BGBA regularly will know we've been operating with a temporary intercom for some time. Well, you'll be pleased to know that the fitted intercom is now working again and so we don't need to worry about the little box between the seats any more. Also Box 1 in 'BA' has been replaced, so no more sudden losses of volume.



Work on G-BKDJ goes on a pace. Whilst the final date for its return to the club fleet is still not set in stone it is hoped that final assembly should be pretty much complete by the end of May and if all's well engine ground runs may be achieved as well.

Left, DJ pictured at Shobdon.

Bristol ATC - by your roving Instructor Graham Watson

On the evening of 12 May I was fortunate to visit Bristol Air Traffic Control. The visit was part of the first national 'Visit ATC' event, and part of the UK's ongoing Airspace and Safety Initiative.

Our host was Sid Michelmore who asked me to spread the word - "ATC are nice and friendly" – so I am. After an opportunity to talk about anything we wanted to raise, the tour included the approach radar room and the control tower.

There were so many points of interest – here is a summary of the highlights.

Bristol is happy to accommodate transiting GA aircraft so don't be afraid to speak to them and ask. You can even expect transit through the overhead, but the routeing may be adjusted according to the runway in use to allow for the possibility that an airbus may go-around – yes, it does happen. If your track will take you through Filton or Cardiff controlled airspace, they recommended that we ask for them to coordinate this clearance.

Increasingly they say they are likely to include "remain clear of controlled airspace" in their initial reply – this is more to do with their obligations under "duty of care" – but it does not mean you are not welcome.

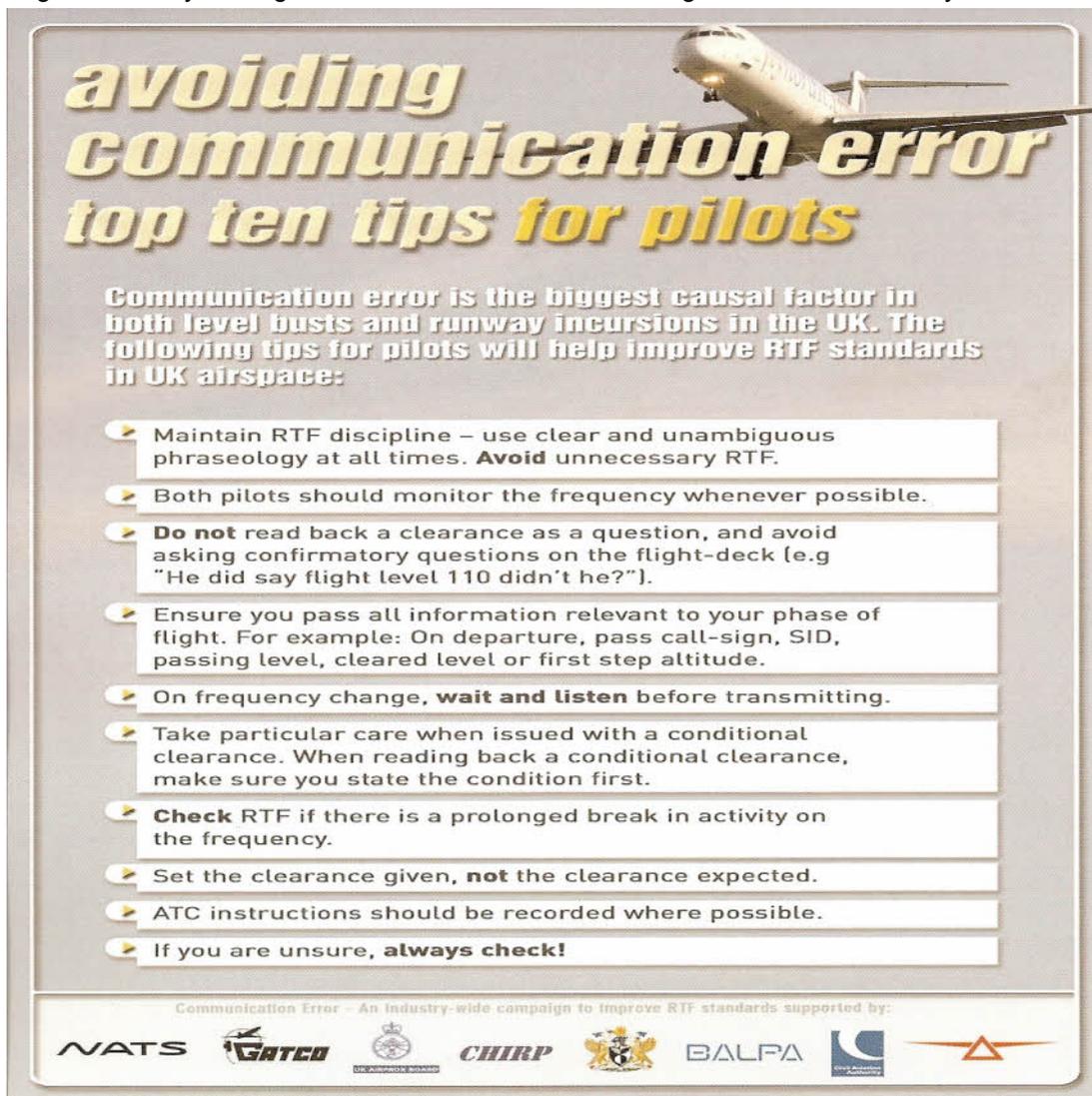
They request clear communications (see NATS "Top Ten Tips for Pilots") and ask that we include aircraft type in "pass your message" as this helps coordination.

There is a running annual average of around 40 infringements of Bristol controlled airspace and ATC consider this unacceptable.

The approach radar room is normally manned by one controller on the LARS frequency (125.650 MHz) and one on the IFR frequency (136.075 MHz) and an assistant. In the evening as it was relatively quiet there was only one controller. Although occupying the IFR desk, the frequencies were magically coupled electronically so pilots on one would also transmit and hear on both.

The message "Please squawk mode C" was made loud and clear. The benefits to the controllers – and in return the service they can offer to us - were plainly seen on the radar screens.

From the spacious tower the views were fantastic – not just of the runway, taxiways and apron, but of the bright orange sun slowly sinking over the Welsh hills and reflecting in the Severn estuary.



avoiding communication error
top ten tips for pilots

Communication error is the biggest causal factor in both level busts and runway incursions in the UK. The following tips for pilots will help improve RTF standards in UK airspace:

- ▶ Maintain RTF discipline – use clear and unambiguous phraseology at all times. **Avoid** unnecessary RTF.
- ▶ Both pilots should monitor the frequency whenever possible.
- ▶ **Do not** read back a clearance as a question, and avoid asking confirmatory questions on the flight-deck (e.g. "He did say flight level 110 didn't he?").
- ▶ Ensure you pass all information relevant to your phase of flight. For example: On departure, pass call-sign, SID, passing level, cleared level or first step altitude.
- ▶ On frequency change, **wait and listen** before transmitting.
- ▶ Take particular care when issued with a conditional clearance. When reading back a conditional clearance, make sure you state the condition first.
- ▶ **Check** RTF if there is a prolonged break in activity on the frequency.
- ▶ Set the clearance given, **not** the clearance expected.
- ▶ ATC instructions should be recorded where possible.
- ▶ If you are unsure, **always check!**

Communication Error – An industry-wide campaign to improve RTF standards supported by:



The tower was manned by only 1 controller supported by an assistant. It was a quiet period – we saw 5 movements in around 20 minutes – but they were gearing up for a further 25 arrivals that evening. There are now 21 commercial passenger aircraft based at Bristol that need to be carefully tucked into bed each night.

We were told how the changes to the airspace around Bristol and Cardiff had been successful in coordinating movements and reducing the controllers' workload. This essentially gives them more time for us. Please don't be afraid to give them a call. "Bristol ATC are nice and friendly!"