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Issue 13

Well, December's here already and the shortest day is only a couple of weeks away. It doesn't seem five minutes since it was January!

Summarising the year, it's been one of varied success. The good weather of March and April contrasted markedly with the poor run we had between June and August. The autumn has been quite kind so far, although as I write we're in the middle of a fairly beefy hailstorm. Let's hope the winter is not too severe.

The economic climate affects us all, aviation is no exception. AVGAS prices continue to rise to record levels and at present show no great signs of reducing. Needless to say this has an effect on the flying charges, the only consolation being that we in aviation are all tarred with the same increases.

As most of you will know we faced a challenge with BA's engine in September when it was discovered that the cam followers and cam shaft were shedding metal. This was duly

resolved but it has had the inevitable impact on some of the spending plans for this aircraft. However, BA will have a new intercom by the time you read this. HT and NI continue to give good service with only minor niggles. The restoration of DJ continues and hopefully if all the remaining required parts arrive in the next week or two it should take to the air in late January or early February 2008. Debbie Davis joined us on 19th November to man the office during the afternoons Monday to Friday. Along with Sue Oldham she will look after various administrative tasks as well as meeting and greeting people.

We had a very successful Anniversary Dinner on 9th November. A report appears over the page. Our next social event is the Open House on Sunday 16th December.

The Airport management are still pursuing their plan for restoring roughly 200 metres of 27/09 back to full use. Due to various studies requested by interested parties it looks like the case will be submitted for final planning approval in

January. Hopefully all will go well and before much longer we shall see work starting. Your airport still needs your help though, to put the message across to the ill-informed that this runway improvement exercise does not involve hundreds of metres of extra tarmac - it is simply ground work to reinstate some of the existing tarmac to full use. Additionally there is a small minority of local residents who persistently complain about noise and the flight path of the aircraft. It is up to us all to try to educate those who are unfamiliar with our activity as to why we do what we do and that we are not apparently targeting any one individual by persistently flying over. Enclosed with this newsletter is a summary of the latest noise abatement procedures in use at Gloucestershire Airport.

Finally I would like to wish you all a Merry Christmas and a splendid New Year.

Phil

Members Achievements

PPL

John Holder December 07

IMC Rating

Mark Walters October 07

Night Rating

Charlie Pratt November 2006

Walwin Trophy

Brian Whitehead 2007



**How well do you know your county.
Where is this?**



Your CFI being accepted into the Livery of The Guild of Air Pilots and Navigators. Roger Gault, Master, presenting. Nov 20th 2007.

It's Xmas Nibbles

**Sunday 16th December
2007**

Come and join us on the 16th December for our Christmas get together at the Club.

Have a rest from the shopping and the preparations and bring the family for a relaxing time at the Club, or just pop in for ten minutes and a quick chat.

There will be a selection of nibbles and liquid refreshment available throughout the day.

There are some great raffle prizes this year but you have to be in it to win it. The raffle will be drawn on the day

PROVISIONAL PROGRAMME FOR 2008 VENUE / DATES TO BE ANNOUNCED

Quiz Night
Clay Pigeon Shoot
Flyout to a UK coastal destination - Whit Monday
Summer Barbecue
Club Dinner

Our Social Committee comprises the following personnel. They are responsible for club events and would be delighted to hear about any new ideas that you may have.

Club Captain

Social Committee Chairman
Richard Crosby

Social Committee Members

Margaret Clifton
Graham Watson
Joe Edwards
Paul Haigh
Gavin Coulthard
Sonny Patel

Email them at

socom@cotswoldaeroclub.com

Check the website for reports of Social Events

Annual Dinner, 9th November 2007

Our annual awards presentation dinner was held at Brickhampton Court Golf Club on Friday 9th November. Ninety eight members and guests enjoyed a delicious 5 course meal and a very entertaining talk from our guest speaker Lembit Opik MP.

A successful raffle was held which raised over £300.00 for charity. The dinner also marked the 80th anniversary of the club. This was illustrated by a small exhibition of artifacts, photos and maps spanning the last 80 years of aviation in and around Gloucestershire. Those attending were also encouraged to dress to the theme of 'Around the world in 80 Years' - or at least for the gents to wear black tie and the ladies to don a posh frock.

Below are a few photos of the evening. There are many more held on file in the club. Should anyone want copies, ask Phil or Richard.

Our thanks go to the Social Committee for a fabulous evening and also to Nigel and the team at the Golf Club.



Getting ready (above)



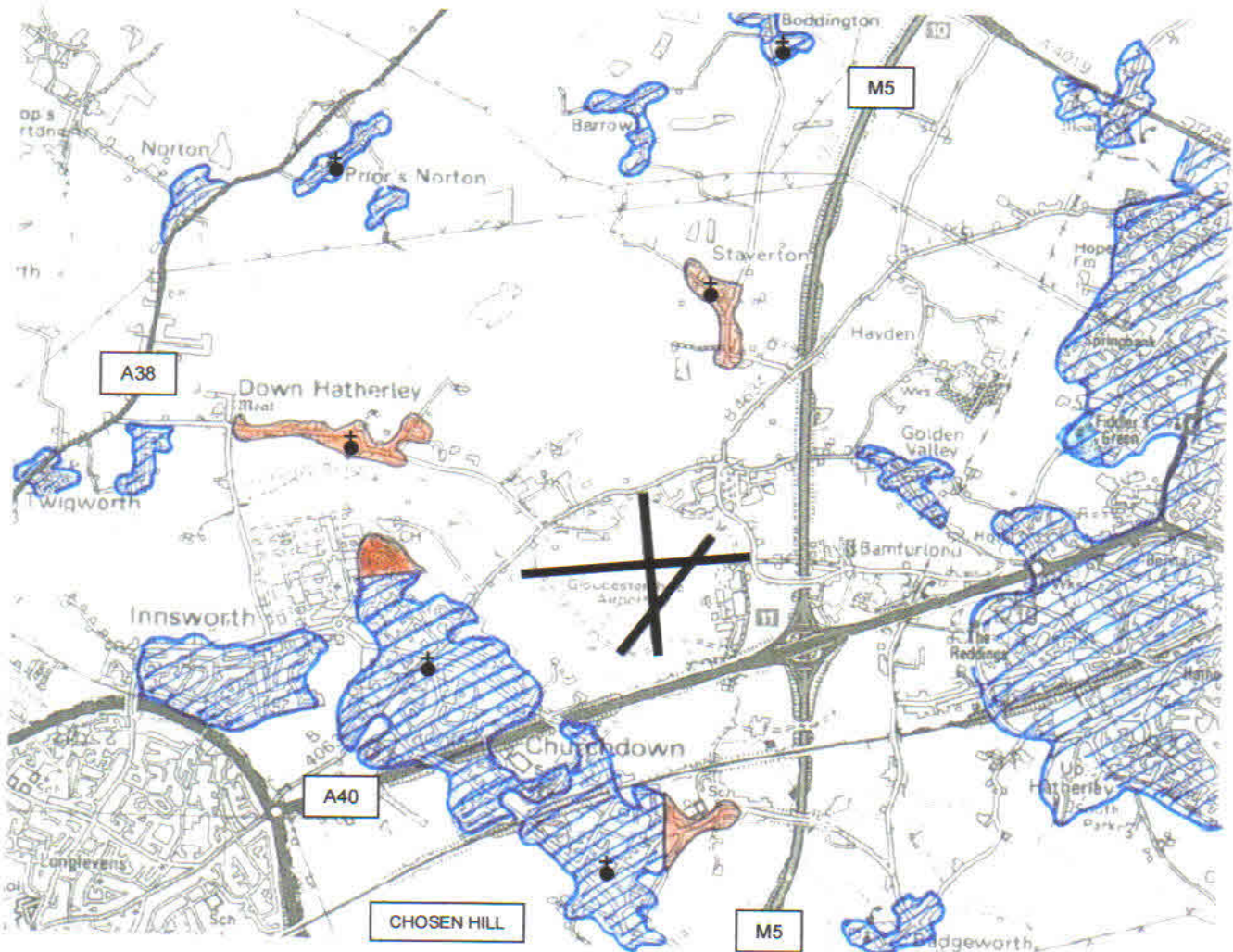
Lembit's wheel of fortune (above)
Des gets Aladdin's lamp (below)



Some of the Artefacts (left)

Noise Abatement Procedures – October 2007

At Gloucestershire Airport we are always trying to achieve a minimal noise level environment for our neighbouring residential areas, villages, hamlets and properties. All local and visiting pilots are to observe the following noise abatement procedures unless otherwise instructed by ATC or if avoiding immediate danger –



HATCHED BLUE indicates the residential areas to be avoided whenever possible, with **SOLID RED** highlighting the specific areas to be avoided during departure procedures detailed below:

Runway 27 departures - aircraft are to execute a right turn to maintain a track of 280° MAG to avoid the housing estate on the left and the village with the church on the right - fixed wing aircraft **DO NOT** turn before the upwind end of the runway due to helicopters turning inside them.

Runway 18 departures - aircraft are to execute a left turn to maintain a track of 160° MAG avoiding the school and residential area on the right - fixed wing aircraft **DO NOT** turn before the upwind end of the runway due to helicopters turning inside them.

Runway 22 departures - no left turns permitted until past Chosen Hill.

Runway 04 departures - no left turns permitted until past Staverton Village.

The Picture

Lydney Swimming Pool - Thanks to Mark Johnstone for the picture