

# HALFPENNY GREEN NEWSLETTER Spring 2019

The last Newsletter was issued in 2016. Further issues were delayed pending a decision on the future of runway 10-28 which was so effectively re-shaped by a Vampire. Despite generous assistance from based pilots Tony Hall, who repaired the damage, and civil engineer Tom Penn who gave technical advice and took core-



tarmac-shifting Vampire April 2017

samples, much of the runway was considered to be below the standard required and has remained useable only as a taxiway. After 18 months of discussion the difficult decision was made to formally withdraw it from use as a runway, apply the appropriate markings and promulgate the change in official documents.

All is not lost however. Owners MCR Property Group want to build a small housing development on the aerodrome boundary and use part of the proceeds to repair runways and taxiways and build new hangars. Details are on our web-site and Operations Manager Brian Rawlings is happy to discuss the plans with anyone interested.



not-so boring Tom Penn taking core-samples

## AERODROME MAINTENANCE

Operations Manager Brian Rawlings started work in May 2018 and instigated a repair and maintenance programme



including line-painting, sweeping-out hangars, sweeping runways and taxiways and carrying out tarmac repairs. Grass runway 10-28 will be rolled in spring and grass taxiways C & D have been re-turfed.



Our old six-wheeler Range-Rover was sold raising enough money to buy *three* second-hand maintenance vehicles and a new fire vehicle has replaced the 25 year old Land-Rover. This will enable us to again accept Public Transport flights by aircraft up to the size of the Beech 200 Super King-Air.



Ops Manager Brian Rawlings and new fire vehicle

Such flights require three fire-fighters to be available. Two new full-time fire fighters have started training and a small number of part-timers now augment the full-time crew, ensuring that we can always achieve the minimum crewing requirement for a Licenced Aerodrome.

#### **GNSS INSTRUMENT APPROACH**

Document CAP1122, setting out requirements for instrument approaches at non-ATC aerodromes, has been withdrawn by the CAA. AOPA report this appears to be because the CAA “...does not believe it provides the required levels of safety.” The CAA have issued a “questionnaire” to interested aerodromes which appears to be a re-start of the whole application process.

#### **“WOL” Non-Directional Beacon**

A few years ago the CAA made it clear that we in air traffic must do nothing to encourage pilots to use the NDB for purposes other than navigation. A form of words was given to us to respond to pilot’s radio calls which ensured no misunderstanding as to the level of service, whilst achieving situational awareness. It has now been stated emphatically that air traffic must issue a warning to a pilot who appears to be using the NDB for a purpose other than navigation and that breaches of legislation are to be reported.

#### **VHF Direction Finding**

Engineers were unable to convert our VDF equipment when changing to 8.33 mhz spacing. Consequently, accuracy can not be guaranteed and the facility has been withdrawn.

**FLIGHTPATH FLYING CLUB** is now operated by John Royce who plans to offer aerobatics and tail-wheel flying in an Extra, augmenting their fleet of PA28s and the ultra-modern glass-cockpit-equipped Pipistrelle Virus.





**AIR MIDWEST** now have approval to conduct aerobatics training, using the Slingsby T67, and Instructor Chris Caine is available to conduct flying Instructor training.

### **PARA-NORMAL EVENTS**

In October 2018 thirty interested people paid us a night-time visit with the hope of witnessing para-normal activity. There were several intriguing occurrences including hearing voices and foot-steps in an empty hangar, which has lead to a second event in March 2019 and plans for another later in the year. Anyone can attend but there is a £30 charge and the event is very popular.



Footsteps and voices in Hangar 4 East

### **AIRSPACE INFRINGEMENTS**

Airspace infringements in the UK have been running consistently at about 900 per year. Birmingham is one of six locations that formed a team to contemplate the problem. The team, comprised of local air traffic units, flying schools and clubs, aims to reduce infringements by half. Failure to do so may invoke the imposition of Radio Mandatory or Transponder Mandatory Zones. As yet no trends have been identified.

**BIRD-STRIKES** - there were no reported bird-strikes during 2018.

### **CLIMBING OVERHEAD**

Please tell us if you intend to climb overhead after departure. On busy days with multiple inbound aircraft it is chilling to hear recently departed aircraft setting course from overhead. Information issued by a FISO is derived largely from that given by pilots. If we don't know you are there we can not warn you or others about relevant traffic. Please tell us *before* you take-off.

### **EVENTS**

*Project Propeller 2018* took place at Halfpenny Green in June and was a notable success. Previously, great effort was made by the organisers to separate participants from the general public but here they mingled freely to the delight of all concerned. Over 80 aircraft arrived, rather than the expected 120 due to the great British weather, and the crew of the Battle of Britain Memorial Flight Lancaster sent us this picture taken as they flew past the assembled veterans.



We are keen to hold more events and this year we are currently planning:

**ICICLE 2019** – the event where pilots camp overnight in freezing temperatures. It has been postponed every weekend to date (last year it did not take place at all due to unfavourably warm temperatures).

**POLICE FLYING ASSOCIATION** fly-in 26-28 June 2019.

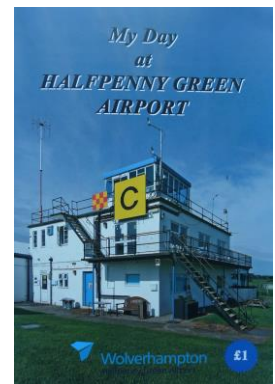
**FLEET AIR ARM ASSOCIATION** fly-in 7 September 2019



**LAA Fly-in 28 July 2019** organised by Stuart Darby who has set up the West Midland LAA Strut. The strut have also arranged a programme of evening talks to be held in the airport's Navigator Café including one by world-champion balloonist Dominic Bareford who's home-made - *honest* - hot air balloon landed here in March.

Plans for another **WINGS & WHEELS** event have been postponed because many potential exhibitors have committed to other events this year. The event will be revived for next year.

Weekends and school holidays see increased numbers of youngsters visiting the airfield. To make visits more interesting and increase their understanding of aviation a booklet entitled "*My Day at Halfpenny Green*" has been produced packed with photos and items of interest. The booklet costs £1 and is on sale in the Café and the Tower.



We also have a limited number of the 96 page photographic history "*100 Years of Wolverhampton's Airports*" by Alec Brew. Available in the Tower and the café for just £5.

As always, if you did not receive a copy of this Newsletter by e-mail it's because we do not have your address. If you would like to receive future issues plus other significant aerodrome information just e-mail us at [atc@wolverhamptonairport.co.uk](mailto:atc@wolverhamptonairport.co.uk) with "*put me on your e-mail list*"

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