

Newsletter September 2021

Annual Inspection completed on time

The annual inspection was completed in record time and EI-YLG came back to Weston on 23rd August and some pilots have started flying again.

Chris and I did a day trip to Haverfordwest in South Wales two days later and I made a flight to Caen in Normandy last weekend.

RTE mast

Some pilots tune the ADF to the RTE mast near Summerhill on 252 khz as a way of finding their way around west of the Dublin zone – in fact, some tune it on both the active and standby fields to “be sure to be sure”. The mast is tall – 1160 feet AMSL – so it’s important to give it a wide berth.

RTE will be withdrawing transmissions on that frequency for good later this year and already we have seen it off the air for weeks at a time.

To help in staying clear of the mast, I have put a user waypoint on the Garmin, so you only have to select **NEAREST** and **USR** to see where it is in relation to you. For those who would like to avoid it using VOR/DME, the following radials/distances from the three beacons in the area are:

115.8 **BAL** R323/12.8 nm.

114.9 **DUB** R264/13.4 nm.

111.2 **DAP** R283/13.6 nm.



Here’s Mud In Your Eye!

An eagle-eyed Conor Rock spotted mud blocking the port static vent, which goes to show that we really need to examine points like this thoroughly during pre-flight checks.

Bacoban Bloom

The Bacoban that we use to sanitise the aircraft deposits a film which gives protection for at least 24 hours but it appeared to be causing a “bloom” on the screen of the GPS so we have stopped applying it to the Garmin.

Brexit breaks it!

The GPS system uses a constellation of satellites to provide navigation signals, but if you require sufficient accuracy to fly precision approaches – similar to ILS – the signals need to be enhanced. That is done by SBAS (Satellite Based Augmentation System) which works by ground receivers measuring their GPS positions and comparing them with their known positions, then sending error messages to geostationary satellites which send corrections to suitable receivers in the aircraft.

Our GPS is not capable of this as it only provides for LNAV (lateral navigation) or non-precision approaches. Later types, like the GNS 430W or the GTN650 can use SBAS to allow LPV (Localiser Performance with Vertical Guidance) approaches. In the US, the SBAS signals are provided by the WAAS (Wide Area Augmentation System) but in Europe it is provided by EGNOS (European Geostationary Navigation Overlay System).

The precision approaches require signal channels to be provided for them, so there is a cost and the UK decided that they would pull out of the Galileo programme and build their own geostationary satellites. The contract was awarded to a company which had no navigation satellite expertise and so they have nothing to show for it.

The result is that pilots who have SBAS capable equipment cannot make precision PBN approaches in the UK!

