



Welcome to the
JERSEY AERO CLUB

AUGUST 2015 MEMBERS NEWSLETTER

LE TEMPS PASSE.....photos by Lois Chaopradith

Another fun weekend.....! August bank holiday 1979.....pictures taken by Lois when she worked for Bristish Midland.

The plane in the background, I am told by our Norwegian visitor, John Frydenberg, who used to fly for General Aviation Services alongside Greg and John Graham, that the aircraft, was one of their fleet.....John went on to become a training captain for SAS.



Do you have some memories of Jersey Airport you would like to share? If so, email me on committee@jerseyaeroclub.com

NEWS FROM THE FLYING DESK.....from James Evans

With the exception of the 3rd week of July, the weather has been great for flying, and congratulations are due to Jeremy Tod from the UK who has recently completed his IR(R) and Anthony Smith who has completed his PPL exactly 8 years after he started!

We are still offering the evening standby rate of £85 (dry) after 1730 local for those that would like to remain current or simply enjoy flying into the sunset especially as the August AVGAS price has now come down to 108p per litre....Surely, that has to be an incentive for flying!

If anyone would like to renew ratings after work, I am very happy to stay late and oblige, just give us a call and let us know.

Finally, please may local aircraft owners, where possible, when parking on rows 1 to 6 on the grass, line up your wingtips with the cone at the west end of the row on which you are parking? This needs to be done regardless of where anyone else has parked to avoid the rows going out of alignment and people getting blocked in or potentially damaged during taxiing, thank you.

The two pictures below are from Richard Robson, owner of G-ZIPA, on his recent “whisky” tour of the Scottish Islands. Good contender for the Long Distance trophy?



May be not quite in the same league as Richard.... so, no long distance trophy for Caroline and James on their recent trip to Dinard in G-SALA, but nice photos!



For the regular visitors to Cherbourg – Luc and Edith are away 3rd to 14th August but more importantly, the airport is actually closed to all traffic between the 10th and 14th August due to runway repairs.

WELCOME TO OUR NEW MEMBERS

Any new members will be introduced in the next newsletter as our committee meeting has been delayed till the end of August.

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS.....by Charles Strasser

Pictures below are from the IFFR, International Fellowship of Flying Rotarians, 50th Anniversary Gala lunch at Oshkosh, the world’s largest aviation exhibition and air display, at which the guest speaker was the famous Dick Rutan and as the oldest Past World President present I gave the main speech in the form of the toast to IFFR and the next 50 years.



Dick Rutan,(Google him for his bio) was made an Honorary IFFR member and the badge was presented to him by current World President James Alexander.

YOUR STORY.....this month... .. Tales of a club instructor by Mike Le Galle

Just a normal day!

I arrived early that morning and joined Pick who was pulling the fleet out of the hangar. In those days the club hangar housed club aircraft. We both checked the oils and then taxied all five club aircraft up on to the grass beside the club taxiway.



My aircraft G-BCPE was brand new with only a few hrs flown, it sounds grand but we had a system where each of the five full time instructors had “their own aircraft” it was our responsibility to keep it clean, fly it and keep the log books completed and the aircraft booked in for maintenance, PE was a Cessna 150M that was built by Fenwick Aviation in Reims France.

The booking sheets for the day were full, one hour slots starting at 0900 and on to airport closing time, my first four slots that day were local residents at various stages of their PPL training, but all on circuits so no problem keeping to time, at least up to lunch time.

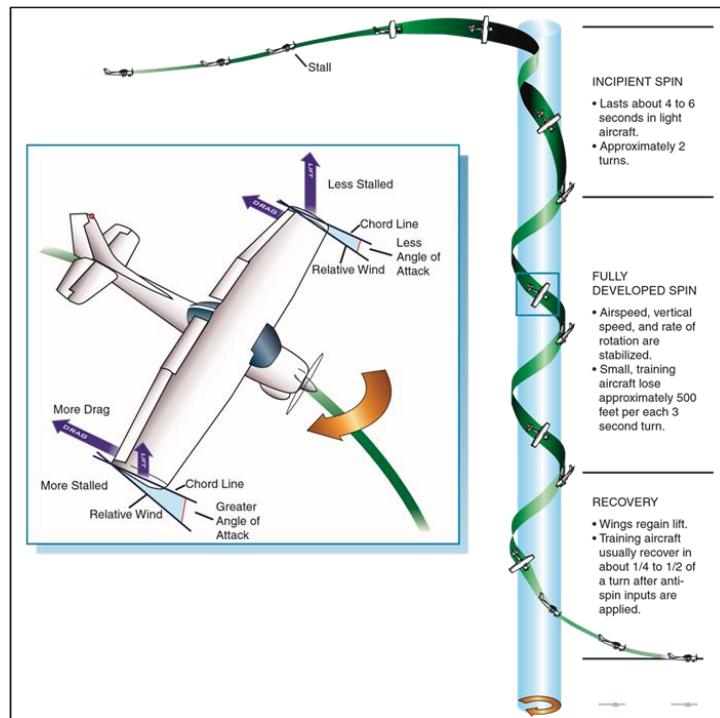
The afternoon had a change as all six slots were for RAF cadets, not local, but residential in various guest houses and sponsored by the RAF. The club was accredited to the RAF sponsored cadet scheme where 30 hours of the PPL course was paid by the RAF.

The weather on that day was perfect, a beautiful Jersey summer day. What could be better? All went well until cadet number four, Peter, who had nearly finished his training, and had been going well but his records showing he needed revision on exercise 10 and 11 stalling and spinning.

Before spinning was removed as part of the mandatory CAA syllabus, recovery from a developed spin was required to be trained during the PPL course. It was later removed when it became clear more accidents were occurring during the training than after. Later during this flight I almost became one of the statistics.

We departed runway 27 and started operating in the south east training area, after a period of slow flight and then stalling we moved on to the spin. Peter had done these before so I was not expecting anything other than normal and the slow flight and stalling had been good. How wrong I was to be.





The entry was normal and PE rolled into the spin, after about 2 turns I called recover now and Peter applied full opposite rudder and moved the control column forward, all good so far. The 150 recovers from a spin almost as soon as the correct control movements are applied and today was no exception; however I noticed Peter applied full forward control movement.

At this point as the aircraft had stopped spinning Peter should have started the recovery to level flight, however nothing happened and as full forward elevator was applied PE very quickly accelerated and entered a vertical dive. I called, I have control, and started to move the elevators back, nothing happened they would not move. The dive continued and by the amount of air noise we must have been at VNE or even more, not that I had time to look at the ASI.

Immediately I noticed Peter was still holding the controls full forward, I called again I have control, adding, Peter let go, nothing - he would not let go. I had read about this, a student who freezes on the controls, he was staring straight ahead and rigid on the control column one hand on the controls and one on the throttle, there was now no time for anything other than urgent and decisive action.

With my right hand I reached across and hit him on his left arm, no reaction, I hit him again this time really hard, and it was so hard it pushed his arm away and his hand moved off the control column, at last I was able to move the controls back and ease out of the dive. We levelled at 600ft. As the airspeed came back I applied power to hold normal cruise speed.

Something was wrong, the airspeed continued to fall only stabilising at 65kts, something on the airframe must have been damaged or torn off, a quick visual look revealed nothing and then I noticed the problem, it was an engine fault the RPM only going up to 1900rpm, just enough to hold 65kts airspeed. We crept back to land on runway 27 holding 600ft and 65kts until short finals.

When back at the club I left PE outside the hangar and reported the fault to the chief engineer Ted Dan, both I and Peter de briefed and Peter left to recover in the club house. As I sat talking the events over with Pick, Ted came up the stairs from the hangar, in his hand he held the throttle

plunger from PE, this is why you couldn't get full power Mike he said, it was bent looking curved not straight.

Then it became clear, with Peter freezing on the controls and his obvious tension he had bent the throttle plunger making it impossible to get full power from the engine.

What started as a normal day turned into a very unusual day, life as a club instructor is always interesting but luckily events such as this are rare.

That was the end of my flying that day, as PE was U/S until a spare throttle was obtained.



Next month.....what you instructor has to go through....by Brian Heath.

HELPING WINGS

Scholarship presentation –Chakotay Wood is our 2015 scholarship winner. Chakotay, a 15 year old Le Rocquier school student has already started flying. You can follow his blog on www.helpingwingsjersey.org

The presentation was held recently at the club in the presence of our patron – The Lieutenant Governor, Sir John McColl and Lady McColl as well as Myra Schaklady, Commercial Manager for Ports of Jersey, our sponsors for the scholarship



23 August – Our very first joint event with Wetwheels. A day out in Guernsey. One group of passengers will sail to Guernsey whilst another flies, swapping over for the return. Whilst in Guernsey, Jersey passengers will be given a tour of the island and lunch. During that time, Jersey pilots and the Wetwheels team will fly/sail local disadvantaged children. Let's hope for good weather!

Air Display – Another first....Matthew Perrée and Gerard McGonigle, two of our scholarship winners will be doing a flypast alongside their instructors James Evans and Simon Harman at the beginning of this year's Air Display. How exciting is that!

SKYDIVE JERSEYby Mally Richardson

Congratulations to Andy Vidamour who graduated as our latest skydiver driver on the 19th June at Perranporth airfield. We flew 2 aircraft from blue skies in Jersey, to an overcast Devon with an 800ft cloud base. Not the best conditions for a Para dropping test flight, with the BPA authorised Pilot examiner. So we did what was expected, had breakfast sandwich, and more tea. Looking hopefully at some blueish perforations of the sky above the drop zone, we took off with our 1st load of skydivers, only to realise at 1500ft, that we had been a little too eager to fly. No sight of the ground, so we



‘And when they’re all out, you do this... ‘

landed again fully loaded, with a rather military, low approach and land. So, with the mandatory heavy landing ticked off, more tea ! 30 minutes later, we took to the sky once more, this time with a brighter out look. Andy's 1st experience of an offset ‘run in’ was carried out, something not used in Jersey, but required in Perranporth to keep the skydivers away from the sheer cliffs and deep water. Slight adjustments from the

jumpmaster during the run in, saw the perfect spot for the first skydivers. Exercise repeated, following a full stop landing and take off with more jumpers, and topped off with some upper air work. Andy was already ahead of the paperwork, flying time on type, previous live drops under tuition in Jersey, and written exam, so the examiners signature was the final ink to paper. With his eyes already on the prize ‘Le Prix d’Aviation’ watch out Brian, there’s a new boy in town !

Congratulations to Michael Stocks for achieving 200 Jumps and C Licence.



Johnny Kelly owes beers this evening for his first parachute malfunction, and hopefully will be telling the story more and more passionately as the night goes on.

Static line courses continue to be raising interest with the locals wanting to Solo Parachute jump. Another course trained on 1st August, still await to jump, due to feisty offshore winds above the surface on Sunday gone. Hopefully they will be feeling the breeze, with their knees, soon !



Welcome to Bella Ward, another experienced jumper moved to the Island from Oz, and already making an impression on the Club atmosphere !

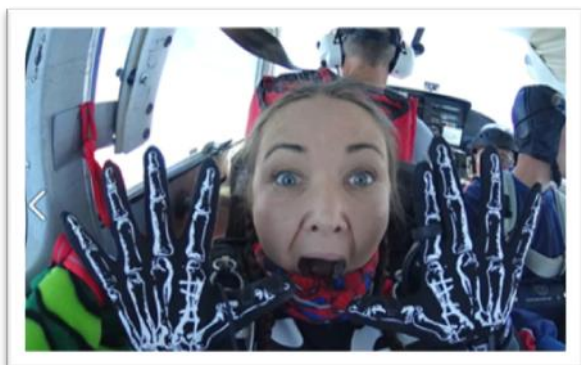
Also, Kathryn Roe, another experienced skydiver taken up residency having moved to our Drop zone from Sibson airfield.

Look out for the return of the French C208 caravan again, later this month, as we charter an aircraft in the search for thinner air, and longer free fall time ! Jump Jersey boogie runs from 20th – 26th August, with some intentional water jumps, night jumps, and a display into the Water Splash Café on Sunday evening 23rd August.



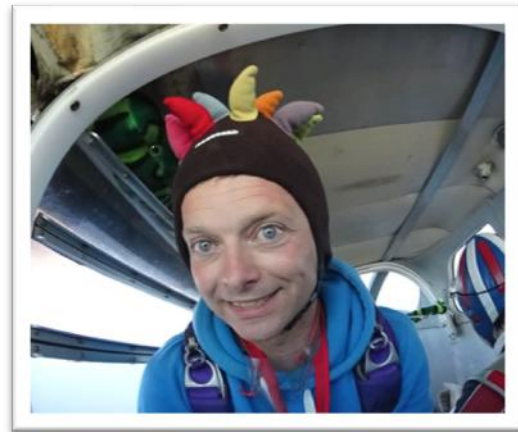
The Jersey Royals parachute display team has reformed for your delight and free parachute display, at the splash approximately 7pm, followed by party and Big Screen videos of the events.

You can view lots of photos and keep up with the action on our facebook page www.facebook.com/skydivejersey or come and speak to us at the Aero club on Club Night !



Events this month at a glance :

- 15th August Solo Parachute Jump Training
- 16th August Skydiving
- 20th – 26th August Skydiving
- 23rd August 7pm Display Water Splash
- 24th August 2030 Night Jumps Gunsite
- 25th August Noon Water Jumps Gunsite
- 29th – 31st August Skydive Guernsey
- 12th Sept Solo Parachute Jump Training
- 13th Sept Skydiving
- 17th Sept Beer Festival Peoples Park



DATES FOR YOUR DIARY

Cherbourg BBQ at Luc & Edith
Next Club Night with a Spanish theme
International Air Display

- Saturday 29th August
- Friday 4th September
- Thursday 10th September

THE PLANE SPOTTER'S CORNER

Another interesting selection from Bob Sauvary's collection.



G-LUEK Cessna 182t Skylane now Jersey based.
owned by Sue Greenhall .



G-NINJ Best Off Sky Ranger Nynja now Jersey
based in AVB Hangar.



G-SWAB TLAC Sherwood RANGER fuselage of David Brown
for Engineering inspection.



N242CV Diamond DA42NG Twin Star of Carol
Vorderman nightstopped 27/28 July.

And sadly.....

We have to say good bye to Peter Builder who passed away recently. Peter used to fly a Cessna 340 twin G-OPLB and was very well respected in the aviation community.

The Jersey Aero Club committee and its members would like to extend their condolences to Peter's family.

Please remember to send anything of interest you would like to share with members to committee@jerseyaeroclub.com

Have a wonderful summer!

Eveline