



Welcome to the
JERSEY AERO CLUB

February 2016 Newsletter

Well, despite the weather trying its best to scupper any outdoors activities this month, we did manage a couple of lovely days and James jumped at the chance and sent two students solo on the same day as per the photos below!



News from the Flying Desk ... By James Evans

Congratulations to both Julian Rogers and Ryan Follain, both of whom flew their first solo in perfect conditions on Thursday last week (28th Jan). Julian was the first to take to the skies on his own under Simons careful guidance, and I sent Ryan up very soon afterwards, well done to you both.

For anyone in any doubt about the weather last Thursday, please check the sky behind Ryan!

SPOT LANDING COMPETITION - The Spot Landing competition slots are filling up fast, please feel free to call and book your flight on the 21 February. Everybody is welcome, low time students to retired airline drivers, and you can enter in your own aircraft or use one of the Club aircraft, £64 for 2 attempts in a Club aircraft or £25 for 2 attempts in your own. Each attempt will consist of a climb to 2000 feet overhead the airfield followed by a glide approach aiming to touch down as close to the centre of the fixed distance markers (opposite the PAPI lights) as possible. Full instructions will be issued as required and every flight will be accompanied by an Instructor to monitor airmanship and mark your landing. Why not use the flight to get yourself back in check for the coming season?



Guernsey Aero Club are also holding a Spot Landing Competition which will be held in Alderney on the morning of Saturday 27 February. The format is slightly different to ours and sounds like a lot of fun, as all competitors need to arrive in time for a briefing in the terminal at 0900 (coffee and bacon sandwiches served) where all will be explained. Each competitor will fly a 5 minute timed circuit (from wheels up to down) into a touch and go, followed by a further circuit to a spot landing, again abeam the PAPIs. Any pilot who has not flown to Alderney will require a familiarisation circuit which can be done on arrival. If anyone would like to enter, please may they contact Gary Elson via garyelson@hotmail.com

CLUB TRIPS...this month by Graham Ruscoe - G-EOLD

Hello to all the members and Staff at the Jersey Aero Club, I would like to thank you for providing such a welcome to all visitors and especially when we all met for the 2015 Christmas fly - in at Dinan.

I have been an offshore member of the Jersey Aero Club for many years and flying in and out of the Channel Islands since 1988. During this time I have accumulated in my log book over 900 hours of

The weather leading up to our proposed Dinan trip was far from encouraging and showed little hope of a settled window, and late on Thursday evening there seemed no certainty that the departure on Saturday would be possible. The options were discussed again on Friday evening with my co – pilot John, an adventurous and capable Pilot, and my partner Jeanette who for some reason feels happy to fly with us both? I could tell during the conversation that they were both committed to the trip and I was finding it difficult to slow down their enthusiasm just in case we had to cancel. I thought that perhaps it would all be ok in the morning!

I was up early on Saturday morning and doing my planning g and met checks and could hardly believe how dismal it looked, I assured the team that we should proceed to the airfield and take a final decision once there, the forecast on this occasion was correct and the airfield at Wellesbourne had approx. 2 kms vis at best and an estimated 600 feet cloud base. It was raining persistently and the weather front was moving across the country with winds at 260 / 25 gusting 32. Jersey and Dinard were good in comparison so we sorted out G-EOLD and departed on runway 18 to be swallowed up by cloud almost immediately and settled back on instruments.



The flight was a little turbulent at first but a little smoother at 2000 feet. We tried a few options on height and found that the best groundspeed was obtained at 2500 feet but it was a slow flight with indicated 100 knots airspeed and between 55 and 65 knots groundspeed. I felt sure with a change in wind direction this might improve once we were over the channel. A glimpse of the needles as the cloud began to thin reassured us that soon we would make progress. It was not until we started to follow the French coast southwards passing Alderney on our starboard that we managed to get up to 85 knots. Our landing at Dinard to complete the customs etc was welcome and with a flight time of 3 hrs. 20 mins !! Soon we were on our way again and arrived at Dinan and a short taxi ride to the town.

We managed some sightseeing and experienced the Christmas atmosphere and were made very welcome by the other club members at our evening venue, thanks to you all for allowing us to be part of your evening.

Following late night drinks we managed to emerge for a breakfast get together and some more friendly banter. Returning to Dinard for the customs formalities we were held up for a while until we got our flight plan accepted, we realised that most of the Jersey Based aircraft had done this in advance. Lesson learned.

We departed Dinard and to our surprise we listened on frequency to calls from some of the aircraft that had previously departed , they were returning due to the weather minima deteriorating at Jersey. At this point John was quite relieved that he had completed his flight and was now relaxing as P2. At the zone boundary we talked to Jersey ATC and were offered an IFR clearance, pleased to accept and continue. My thoughts were now trying to recall the procedure from memory as we had packed the IFR plates under the bags in the luggage bay !

We continued and intercepted the ILS for runway 08 and made a good landing. We had time to do our formalities and enjoy a bite to eat and a drink before having to make our way back across the sea. It is always sad to leave good friends behind.

I had taken an opportunity and called our duty AFIS at Wellesbourne and asked for confirmation that our flight plan had got through and for an unofficial weather report --- I was surprised to listen to his observations of a south westerly wind in rain with vis at less than 2000 meters and possible 500 feet cloud base. Only to be made feel worse when he said that there had only been three movements all day ! I confirmed that we were leaving shortly and expected to be there at approximately 16:15 and understood that he was closing at 16-30. Departing Jersey I wondered if a night out in Jersey would have been preferable to the pressure that was now building as we attempted this final leg home, should I have told my crew that this could be difficult rather than assuring them that all would be fine? John had relaxed totally once we were approaching 50 north and Jeanette was already starting to fall asleep as we held a steady straight line to minimise flight time and a good attitude to maintain a groundspeed of 118 knots.





I was already running lots of options through my head for the expected weather ahead and glanced down upon the increasing low-level clouds below, wondering how it might have been for those brave pilots in their bombers in all sorts of weather. We were approaching Solent Airspace and as the clouds were building we found ourselves in and out of IMC for varying amounts of time and we requested an IFR clearance to the west, kindly given and accepted. We were keen to make time and keeping our groundspeed between 110 and 118 knots our estimate was for a 16:20 arrival at Wellesbourne. The sun had gone down and darkness fell quickly with the cloud cover and soon the moon and stars glowed nicely above, it seemed ok and the further we travelled the less of the journey could go wrong. Passing over the Oxfordshire countryside towards RAF Brize Norton my concern was mounting and John obviously aware of our situation asked if all was ok, yes it should be alright I replied and we then went on to discuss what seemed to be ever increasing Ground fog clinging to the landscape. What if this became a thick blanket? What if Wellesbourne is fogged?

Soon we were calling Brize for a clearance and we were again in cloud at 2000 feet and it was raining, we continued and the Brize controller was happy to talk to us and advise "nothing known to conflict" advise when leaving the frequency. We couldn't wait actually because the six million dollar question we wanted to ask was from our own Airfield. What is your weather and join details? After trying to contact them for 6 or 7 times I wondered if they had packed up and gone home? If so we would have to consider our options carefully as there would be no runway lights, and we would only have a QFE available from Birmingham. I knew the unofficial procedure for the airfield and decided to make a ten mile final decent for the airfield and when visual break off for a circuit to 18 into wind.

I continued and with 4 miles to run and still in cloud I heard the tower reply to my call, I was given a new rush of adrenalin and at 16:20 in the darkest of clouds and on finals was offered the runway lights for 36 straight in, unable to give me an accurate cloud base we continued and at approx. 500 feet we glimpsed a view of the ground and soon visual with the runway ahead, I was aware of the strong 15 knot tailwind and that it was raining, and in the hurried approach thought I was a little too high to land and stand on the brakes. You could have heard my heart beating trying to make that decision but I decided to break off left with a tight power on turn and fly a circuit on instruments and get the approach pegged, once again seeing the trees below on final approach as we became visual at best 400 to 500 feet and I made this landing without brakes on 18 with the tailwind, spot on the numbers at 60 knts. The Tower confirmed we landed at 16:25 and switched the lights of as we parked G-EOLD.

Both Jeanette and John were so happy to be back on the ground and because of the workload I had not been able to talk to them to brief them of my intentions throughout the decent and landing.

I began to relax but very very relieved. We all learn something.

I hope to be back in Jersey soon but next time I'll opt for a different scenario, Don't mind IMC, Don't mind Night flying but when the two join up it is very hard to enjoy.

Once Again Thanks for a very memorable weekend.
Regards and Happy Flying,



GRAHAM



JEANETTE



JOHN

YOUR STORY... Sandown Airport and My First Solo...by Gary Phillips

They say that your first solo is an experience you never forget, I can certainly remember my first solo more vividly than many other flights during my PPL.

I learnt to fly at Sandown on the Isle of Wight, which as anyone who has ever been there will know does not have the smoothest of grass runways, but at the time that was all I knew and looking back that was all part of the fun of learning to fly, no controlled airspace, no flight plans, no booking out to go around the Island, just check the airplane, get in, a quick call to the tower and then you were off.

Sandown for those who do not know it, sits on the South Eastern part of the Isle of Wight behind the main tourist resort of the same name, it is 884m in length with just an air to ground radio in the tower, no radar you keep your eyes peeled and take care of your own separation from others which is a challenge in itself on a clear summers day as was finding the airport, which can be found by the blue hanger just left of centre in the picture below.



It has a golf course at one end with rising ground towards the ridge which ends with the chalk cliffs on the coast and likewise rising ground on the other end towards the high cliffs around Ventnor and St Boniface Down.



Final Approach to Runway 05 Sandown with the golf course behind the trees at the far end, only 775 metres available for landing here due to the approach over higher ground with the displaced threshold indicated by the two arrows on the runway

Final Approach to Runway 23 at Sandown with the golf course clearly visible at the bottom of the picture and the higher ground to the Southwest, with the blue hangers to the right of the runway in this picture



A slightly closer view of 23 with the taxiways either side of the runway giving a clue to how flat the runway is, and a better view of the high ground to the Southwest.

Anyway back to first solo, on the day in question it was a clear day reasonable wind pretty much straight down the strip and using runway 23 above. The usual routine, a quick chat with my instructor "go and do the walk round, start up and I'll be with you" (I think the start up was a signal that I was ready!) then it was up into the circuit.

I am not sure how many circuits I had done but after one particular landing my instructor said "I have control" which took me by surprise because I didn't think the landing was that bad, anyway he took the aircraft back to the hold for 23 (bottom right of the picture above) and then said "keep doing what you have been doing, go and do one circuit and I will see you when you get back" he made a quick call to the tower "sending student first solo" and then was out of the aircraft and walking back up the taxiway to the tower. I sat there in stunned silence for a moment watching him disappear into the distance and then thought well I can't just sit here, so did some power checks had a good look round for other traffic and then called the tower "Golf Zulu Victor lining up" and within seconds I was airborne amazed at how quick a Cessna 150 goes up with just one on board, next thing I am downwind looking around at the Island and the airport with a big grin on my face thinking that actually I have got to get down again now! So I did as I was briefed and did what I had been doing all morning, landed safely with a congratulations and well done from the tower and taxied back to meet my instructor. I have to say the big grin lasted for the rest of the day along with feeling of elation at having flown an aeroplane by myself for the first time.



Cessna 150F G-BSZV in which I learnt to fly, flew my first solo and passed my PPL, sadly no longer at Sandown though it is still flying in the UK mainland.



My former instructor Bryan Cheek is still flying and instructing at Sandown, and after I gained my PPL he invited me to take a share in his aircraft a Piper Arrow G-BHWY which is still based at Sandown and in which I flew to the Jersey Air Rally.

The rest as they say is history, which you may have read in the July newsletter, and my first solo

Next month... Confessions of a Rookie Second Officer *(Another in a never-ending series)*...
Dangle The Dunlops Please... by Willy Weber

NEWS from... **helping wings**

It's on its way...after a couple of years of planning and searching, we have finally got it...YES... the adaptation for the control column which once fitted in G-BOXA will enable a lower limb disabled person not only to enjoy a trial flying lesson with the club but most importantly to get a full PPL!

PLANE SPOTTER'S CORNER ... By Bob Sauvary

All from 2005. Warbird types seen at club not connected with airshow.

The Spitfire and Hurricane night stopped en-route to Malta for an Anniversary.

The Twin Pioneer was connected with Mike Collett

The Jet Provost was operating from Club/Jersey. I think there was a local connection at the time.



DATES FOR YOUR DIARY...

Spot landing Competition - Sunday 21st February 2016

Club night - Friday 4th March 2016

and finally...

Please remember that I am no longer on the committee and that any comments/queries should either be addressed to committee@jerseyaeroclub.com or if it's of a flying nature info@jerseyaeroclub.com

However, anything you would like published in the newsletter, please address it to evelinehawkin@gmail.com

See you at the club!

Eveline