



Welcome to the  
**JERSEY AERO CLUB**

## FEBRUARY 2015 MEMBERS NEWSLETTER

I want to start this newsletter with a BIG thank you to ATCO Les Smallwood and his colleagues Richard Price and Darren Dupré for their recent very informative presentation on a variety of subjects at the Aero Club recently. One memorable item shown was an instrument approach captured on radar which left the room in a reflective mood!

For those of you who were unable to attend, the presentation is available on the ATC website [www.cicz.co.uk](http://www.cicz.co.uk)

We were also delighted to welcome Gus Paterson, the C.I . Director of Civil Aviation , Frank McMeiken, Manager ATC Guernsey and Martin Robinson, CEO of AOPA UK.

Les Smallwood has offered to organise visits to the tower for group of 4/5 pilots. He suggested to contact James who will coordinate the visits. Please contact James on - [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com)

### WELCOME TO OUR NEW MEMBERS

Two new members have joined us this month – Elaine Curtis and Josée Calderisi. Welcome to you both. We hope that you will enjoy being part of our busy club.

### NEWS FROM THE FLYING DESK.....by James Evans

Congratulations to our newest PPL holder, Martin Welsh, who passed his test on Saturday 24 January. Craig Linkin (CFI Guernsey Aero Club) kindly came over to fly the test and commented most favourably on Martin's flying skills and the standard of training he received. Thanks Craig, the cheque's in the post!

The annual 'Spot Landing' competition is being held on Sunday 8th February and as ever is open to all, students, newly qualified pilots and experienced hands. Each competitor has 2 attempts to land the aircraft without power from 2000ft overhead the airfield, with the winner landing closest to an imaginary line drawn across the runway from the PAPI lights. You can have as many attempts as you like, entering in either a club aircraft or your own. There are still slots available, please feel free to call me for further details or a booking.

Our much loved G-BOXA sets off for Elstree the day after the spot landing competition to have a complete new interior fitted. Air Interiors did such a great job of G-BPDT last year it was an easy



decision to make to let them have XA this year. The work is expected to take 2 weeks.

During the course of last year many pilots converted to an EASA licence and I am very happy to complete all the paperwork on behalf of any pilot that has yet to convert and wishes or is required to do so. Just to be clear, if you hold a JAR licence you will need to convert to EASA before the expiry date on your licence. If you hold an old style UK PPL then the date by which you need to convert to EASA has now been pushed back to April 2018. In all cases, if you do not hold an EASA licence and make any changes or add a rating etc, the licence will need updating to EASA. If you are in any doubt, please feel free to bring your licence to me at the club and I will go through everything with you on an individual basis.

The annual Awards night is being held on 28th February at the club and I am currently looking for further entrants for **both long distance trophies**, one for flights in an aero club aircraft and one for privately owned aircraft. If you feel that a flight you have undertaken in the last year could qualify, please may I have a short breakdown of route, destinations and distances?

A reminder from James – Yes, it is this time of the year again when all pilots should read the **FLYING ORDERS BOOK** and having familiarised themselves with the latest updates - sign it.

#### **NEWS FROM AOPA.....by Richard Hawkin**



#### **AIRCRAFT OWNERS AND PILOTS ASSOCIATION**

*Are you a private pilot, maybe a student or a well-experienced PPL?*

Here are some good reasons for joining the largest private pilot association in the world. AOPA membership offers you several benefits, not least is representation at international regulatory level so that your flying remains safe yet affordable.

You can join AOPA UK for the equivalent of less than £8 per month. For that, you'll get insurance and hotel discounts, the bi-monthly General Aviation magazine, access to AOPA UK's own Pilot Store, and much more.

As a Channel Island resident, you'll also receive the monthly AOPA CI Newsletter, keeping you up to date with local matters. AOPA CI is a part of AOPA UK and provides local representation with ATC, fuel companies, the airport authorities, and the Director of Airspace for the Channel Islands. What's more, you'll get a 5% discount every time you buy Avgas in Jersey and Guernsey. In Guernsey, the discount applies to Jet A1 as well. For a typical flight from the Channel Islands to the South coast of the UK and back, the discount is worth around £5 every time, at current Avgas prices.



By joining AOPA, you'll be helping to support AOPA's work on increasing GA awareness, fighting against unnecessary legislation and regulation, challenging costs, improving safety, and continued representation at a European level. A one year pilot membership costs £92. For £216, you can join for two years and get an AOPA Air Crew Card. If you're a student pilot, you only pay an admin fee of £20 but get all the benefits (excluding air crew card) straight away. Student membership lasts for up to two years or until you get your licence, and when you join as full member, the £20 admin fee is deducted !

For more information about AOPA and how to join, go to [www.aopa.co.uk](http://www.aopa.co.uk).

## SOCIAL

We are trying to organise at least one, sometimes two, events each month and we look forward to seeing many of you on the nights. This is your club and we need your support to keep it thriving. See the list of forthcoming events at the end of the newsletter.

Remember that Tracy is flying solo in the kitchen, so please, be patient at busy times especially as all food is freshly prepared. Also, for any events, please reserve your table by ringing Fatima on 742706. Thank you.

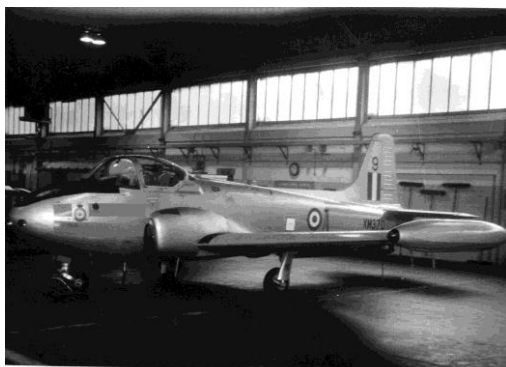
The Aviator Café is now opened from 08:30 week days for those of you who want an early breakfast.

Take away breakfasts, lunches and snacks are also now available. Please ring 742706 to pre-order.



## YOUR STORY.....this month.... *Flying Training in the RAF, 1962-style!!! ...by Martin Willing,*

I can proudly say that I have been flying now for 55 years in a career that started at Victoria College with a gliding course through the CCF's RAF section, but that is another story. After six months of 'square-bashing' and being commissioned as an Acting Pilot Officer, I was posted to No 2 FTS at RAF Syerston near Newark to begin basic flying training... I had just turned 18 and the course was both intensive and hard, but I managed to go solo in a Jet Provost T3 after 10 hours and began to get to grips with the course during which I suffered a number of adventurous 'mishaps'!! Some of these, I will pass on, and I hope that you enjoy them!!



We were expected to fly 120 hours at Basic FTS, which would be followed by 110 hours at Advanced FTS, a total of 230 hours before being awarded the coveted 'Wings'. Times have changed since, and now I believe that direct entry pilots are given their wings after 160 hours. Our social life was minimal and we were accommodated in the former Sgts Mess on the north side of the A46 road, in what was termed 'the Student's Mess'

*Jet Provost T3, XM370 in the hangar at Syerston*

One evening, there was a knock at my door and a senior looking gentleman entered, announcing himself as Wing Commander Burroughs. I sprung to my feet, terrified of what I must have done, and ready to plead my guilt right away. Instead, it turned out that Wg Cdr Burroughs was retired and actually selling life insurance!! It took him no time at all to sell me a policy for £1500 at a premium that I could ill afford, but at that stage I wouldn't have said no to anything offered by a gentleman calling himself a Wg Cdr, but as fate would have it, the insurance policy came in rather usefully later on in life! I managed to stagger onwards on the course and after about 35 hours, had reached the stage where we were starting navigation training more seriously. I had got the hang of mental Dead Reckoning whilst at South Cerney, but map reading was another matter, but thankfully I have always been blessed with a good sense of direction so I was not easily 'lost' during the usual dual sorties, and soon came the time for solo. I clambered into a Jet Provost, flying suit festooned in chinagraph pencils and maps, having been duly briefed by Fg Off Pickett, my new instructor. I was to fly to Peterborough, then turn north to Market Rasen in north Lincolnshire and finally back to Syerston for a few circuits. The weather forecast seemed fair, and F/O Pickett reckoned that my flight planning was adequate, so off I went. The first leg was easy. The simple task of following the A1 road from Newark down to Peterborough; but turning north from the latter, life became a bit more of a challenge. I was flying along at about 250knots, map on my knee, chinagraph in hand, noting each feature as it went past, and I felt reasonably confident until I noticed that it was a bit cloudy beneath me and things were a little harder to spot. Having concentrated too hard on navigating, I had not been paying too much attention to what lay ahead, and a second later I was immersed in cloud. It was not a problem of course except that I had done very little instrument flying so far on the course, and that part was due to start the following week, but I remembered that I must get out of cloud so I opened the throttle and soon popped out on top at about 8,000'. However, I then found myself on top of total cloud cover without a clue as to where I was. I radio'd Syerston and explained my predicament, and the duty Instructor (always in the tower for just such an eventuality), told me that I should head for home and gave me a course to steer. As I flew westwards I had to climb to keep clear of the rapidly rising cloud and arrived over the top at about 16,000'. In the meantime I had been questioned by the duty Instructor, who was not too pleased to find out that I was neither Instrument Rated or trained, and by now fuel was running low so a diversion to a clear airfield was out of the question. He explained to me as best he could, about a QGH let-down, which was the popular method used by the RAF to penetrate cloud in a descent, and fly safely back to the airfield, where one would hopefully see it, and land safely. The idea was to be guided to the airfield overhead, steer a safe course away from obstacles or high ground etc, and when confirmed on that course by further bearings, descend wings level to a certain altitude and then, when instructed, turn back onto a further course in a sort of tear-drop pattern, that would bring you back towards the airfield, and a safe landing,

#### *MJW clammers in to his JP3, Syerston 1961*

I set out on the outbound course and held it quite well, even when I started to descend using idle power with the speedbrakes out. I was soon into cloud with the comforting words of the duty instructor telling me how well I was doing. I had been lectured into 'believing my instruments' and not my body's instincts, so I was sure that I would be OK, and indeed I was until I came to turn inbound. This turn was made with airbrakes in and a speed of 200knots, and it was going well until I developed a severe case of the 'leans'(vertigo). I struggled with the artificial horizon until I followed my instincts and all hell broke loose. The speed increased, as did the noise, and formerly friendly instruments spun like demented demons, I could hardly hear the Syerston controller because I was too low, and I suddenly burst out of the bottom of



ragged cloud in heavy rain, upside down and doing about 300knots. The world, or what I could see of it, was in the top of my windscreen and was filled with power station chimneys and cooling towers, and I was petrified. Somehow I managed to right the little Jet Provost before I hit the ground, and I passed between a cooling tower and chimney and went under some HT power lines, before the speed started to decay and I regained some semblance of control. I thought that I recognised the power station as the one at Retford, and steered a course towards where I thought Syerston might be, making sure that I remained below the ragged cloud and rain at about 500'. As I neared Syerston I could hear them calling me on the radio, and with some trepidation I answered, and it was a hugely relieved duty instructor who called back. They were beginning to think that I had crashed because of the loss of contact, so I was quickly steered to the airfield and landed, hands shaking, heart pulsating and in a generally sweaty state!! I was of course blamed for the mess that I had got myself into, but the local enquiry did find that there had been a sudden and rapid unforeseen change in the weather, and my instructor confided in me afterwards that as I hadn't killed myself; and there had been no complaint from the electricity station at Retford, that actually 'I had done alright'. It was the first of many close shaves, but gave me a good 'heads up' about instrument flying, so for the first time in my RAF life, I was ahead of my compatriots, and actually did quite well at instrument flying on the course.

*More excitement will follow in further issues of the newsletter!*

**Next month.....your story may be?**

**PRESS RELEASE..... from RAFA.....by Martin Willing**

***The story of the Lockheed SR 71 Blackbird***

***at The Pomme D'Or hotel – Thursday 12<sup>th</sup> march 2015***



The Jersey Branch of the Royal Air Forces Association, in conjunction with the Channel Islands Group of Professional Engineers, is hosting a talk about the world's fastest manned aircraft - The Lockheed SR71 'Blackbird'. Given by Colonel Richard H. Graham, USAF, who joined the SR71 programme in 1974, this promises to be a talk not to be missed.

Col Graham is a USAF veteran of 210 combat missions in F4 Phantoms over Vietnam and is the holder of the Legion of Merit, the DFC and 3 Oak-Leaf clusters and the Air Medal with 18 Oak Leaf clusters. Richard served as a pilot on the SR71 for 4 years. Following a tour in the Pentagon, he was selected to command the 9th Strategic Reconnaissance Wing at Beale AFB in California, home of the United States strategic reconnaissance assets, including all the SR71's, U2's, 35 KC135Q's. Writer of many books about the SR71, no secrets are hidden in Richard Graham's lavishly illustrated talk.

This incredible story will be told at the Golden Apple Room of the Pomme D'Or Hotel on Thursday 12th March from 7pm. (Doors open at 6.30 pm.) Tickets at £25.





## SKYDIVE JERSEY...by Mally Richardson

There is not much Jersey skydiving going on at the moment, so not much current news to report, from downstairs.

A vacant space exists in front of the aero club, as Lima Tango is away for Annual service, and propeller overhaul, and should be back with us ready for a full season of skydiving by March 1<sup>st</sup>.

Remember we are now training Solo students (age limit 50 years old), if you or any friends wish to challenge themselves this year! Tandem skydiving will also be available throughout the summer. We can also supply gift certificates, or cash vouchers.

Here is the calendar for the coming weeks, of parachute activities.

- Monday 23rd February** - Reserve parachute packing week.
- Saturday 7th March** - Static Line Jumping.
- Sunday 8th March** - Skydiving, Students, Tandem, Experienced.
- Friday 13th March** - Solo Jump Ground School.
- Saturday 14th March** - Static Line Jumping.
- Friday 20th March** - Solo Jump Ground School.
- Saturday 21st March** - Static Line Jumping.
- Sunday 22nd March** - Skydiving, Students, Tandem, Experienced.







Robbie Wilder wet landing. Note: Water max. depth 3ft. 6 in. for 500 yds. out. All chutes need washing and drying.

# The Jersey Skydivers

## A Report from Channel Islands Aero Club

"Where? Jersey! No, not that American type place over there, but that little diddy island somewhere off the French coast. It looks good in the travel magazines and booze and fags are cheap. Oh, I see, so they must have a para club—Yes, well almost."

So you think you have problems, oh, brother! let me tell you.

Jersey is approximately 8 miles by 10 miles with a series of valleys running from North to South, and all farms are broken up into small fields (côtees) which in most cases are not much bigger than your back garden, and usually filled with tomato or potato plants or Jersey cows. We are centered in one of the major air traffic control zones with a high volume of air traffic particularly in the summer season.

Our headaches started in March, 1966, when two of us decided to further the interests of "The Sport" over here—neither of us had much experience of parachuting, but where there's a will we hoped there would be a way. We did a bit of thinking over a few gills and finally approached the Channel Islands Aero Club who gave us a very encouraging welcome. However, the local press heard of our intentions and blasted same all

over the front page. Within a very short space of time we were summoned before the C.A.T.C.O. who pointed out in no uncertain terms that we were not subject to U.K. air navigation rules and that there was no facility within Jersey law to cover sport parachuting. However a new law was being drafted which should bring us into line and exemption permits might then be valid although this could be some months or even years hence.

So suffering from that well-known parachutists' complaint, frustration, we decided to try France. Caen was our first choice because it is not too far away—so off we went with bundles of enthusiasm and a French/English dictionary murmuring 'sauter manger' and numerous other odd sounding words. However, the patron saint of parachuting was not with us, for after many expensive visits and lots of form filling the pilot and the Instructor had words and all jumping was postponed and probably still is, for we got fed up and broke and so decided to try Lessay. Here everything seemed to hum and the boys and girls from the 'Para Club de Manche' were terrific, but due to weather and travel difficulties we only managed one jump in about six very expensive trips. We will not tell you of various hitch-hiking trips across France, but, for the uninitiated,



jump suits aren't as cosy as sleeping bags when you get stuck for the night.

Eventually a new law was passed back in Jersey, but as per the U.K. rules it required a B.P.A. approved instructor. These very rare birds are even rarer when you are about 100 miles from the English coast. So we contacted the B.P.A. who gave permission for us to train under a French instructor, although not so rare, were not so willing. Back to square one.

Rothmans very kindly stepped into the breach at this stage with an offer to sponsor the visit of an instructor for a week of intensive training, by this time we had twelve members.

Unfortunately the new Jersey aviation laws did not include parachuting. However, the Airport commandant saved the day and made arrangements for Mr. Windebank to come to Jersey to grant special dispensation. Then problems with insurance. Use of the beach as a D.Z. Permission from Tourism. Arrange for safety boat. Find life jackets of suitable type. Permission for deep water berth for safety boat (with up to 30 ft. rise and fall of tide, most harbour berths dry out at low tide). Permission for use of vehicles on the beach. Police H.Q. link-up with Air Traffic Control, and a thousand other things.

Well our big day dawned on April 15th with the arrival of Sgt. M. A. (Gus) Martin, whose arrival was

heralded in the local paper by placing his handsome features captioned by an article referring to a seventeen-year-old vicar's son (the same paper later apologised to the vicar's son) no comment needed.

Gus Martin soon proved to us that keen as we were, we were lacking in both physical fitness and parachuting knowledge.

On Monday, 18th, came a trial static jump from 2,500 feet and a 5,000 feet 20 second delay from a club-flown Beagle Airdale. Both jumps went extremely well although due to high winds these were the only jumps of the week.

Needless to say we were all sadly disappointed, however we have proved it can be done and are now scheming to try again, although Air Traffic Control state we may not jump from May till September—Problems! Oh, brother.

All the best from everyone in Jersey and should anyone be over here on holiday we can usually be found at the Channel Islands Aero Club—the Airport St. Peters.

Phil Sturgess, Robbie Willder, Jim Wilde, Colin Glass, Peter Richardson, Harry Lowe, Mike Truscott, John Marshman, David Yapp, Terry Barke, Larry Kardewell, Bob Cameron.

**CLUB NEWS—continued on page 27**

## IT'S A MAN'S LIFE



The Parachute Regiment wants men with courage, dash and determination, who are physically fit and mentally alert.

### YOU WILL GET

- Exciting and hard training
- Extra pay for parachuting
- Guaranteed travel and plenty of action

### THIS IS A CHALLENGE—CAN YOU MEASURE UP TO IT?

For further information call at your nearest Army Careers Information Office or write to RHQ The Parachute Regiment, Maida House, ALDERSHOT, Hants.



## DATES FOR YOUR DIARY

- SPOT LANDING COMPETITION** - Sunday 8<sup>th</sup> February  
**MAF PRESENTATION** - Thursday 26<sup>th</sup> February.  
Brian Pill of Mission Aviation Fellowship
- FLYING AWARDS** - Saturday 28<sup>th</sup> February  
**THE SAFETY SIX** - Tuesday 3<sup>rd</sup> March  
**MARCH CLUB NIGHT & QUIZ** - Friday 6<sup>th</sup> March  
Quiz Master...Richard Robson
- FRENCH RT** - TBA



Please remember that reservations are necessary for the Aviator Café for any of these events.

Contact either the desk on 743990 or Fatima on 742706.

## AND FINALLY....

A reminder for you all...the 2015 subs are now due...fees are as follows:

Single	£84.00	Joint	£126.00
Overseas single	£36.75	Overseas joint	£57.75
Retired single	£42.00	Retired joint	£63.00

*Looking forward to seeing you at the club!*

*Eveline*