



Welcome to the  
**JERSEY AERO CLUB**

## **JULY 2015 MEMBERS NEWSLETTER**

*Hoping this glorious weather stays with us long enough to entice you to plan some exciting trips away.....remember, James will be looking for winners for the Long Distance trophies both in a club and private aircraft for the 2015 flying awards and it would be great to see some new far away destinations...!*

### **NEWS FROM THE FLYING DESK.....**

A reminder for those of you who may wish to arrive/depart once the Flying desk closes at 19:30 – The east gate is now locked for security reasons but you can gain airside access by signing for a key at the desk. Please don't forget to return the key once you've finished with it!



**Dirty glass cockpit screens?** – Peter Paxton has your answer and you can purchase some Aero-Sense wet/dry cleaning clothes from the desk for 50p, the proceeds of first batch going entirely to Helping Wings! Thank you, Peter.

### **WELCOME TO OUR NEW MEMBERS**

As we've had to delay our June committee meeting until July 8<sup>th</sup>, new members will be acknowledged in our August newsletter.

### **SOCIAL**

Unfortunately the Quiz Night, which was supposed to take place at last month's club night, had to be cancelled due to lack of support. Mike Illien, our Quiz Master, is happy to hold a Quiz Night at a later date. Maybe, we should wait for the autumn when the temptation of beach BBQ's and late swims come to an end!

## **YOUR STORY.....this month... *PPL to ATR Captain* by Gary Phillips**

To start with my history, I was born a long time ago in a galaxy far, far away, well London actually but with my 50<sup>th</sup> birthday this year it does seem a long time ago!

Like many children of this era I was a fan of Thunderbirds, the original version with the wobbly puppets, with Thunderbird 2 being my particular favourite and I recall from a young age dreaming of flying the Harrier jump jet, though unfortunately this was not to be, I would still like to get my hands on one though.

Growing up in London I had regular trips to Heathrow to the Queens Building which is sadly no more and see the likes of Concorde, and also with family up as far as Lincoln I was fortunate to see the mighty Vulcan several times, I can recall one occasion when playing with cousins seeing two in formation fly right over our heads – what a wonderful sight.



Jump to the age of 11 and we moved to the Isle of Wight and plane spotting became a rare visit to either Sandown or Bembridge, though I did visit Navy Days in Portsmouth with my Dad on a couple of occasions and get to see the Lynx doing its thing along with that favourite of mine the Harrier. My Dad arranged a flight for me with a work colleague who had his own PA28 and I knew then that I really wanted to fly. I never followed the RAF or Navy route to get that flying role and left school not really knowing what I wanted to do – flying being an expensive dream which I could not afford. I landed a job as an engineer on checkout equipment and got stuck into a rut for about 17 years never finding the time to even consider learning to fly.

Then in 2001 at the age of 36 I finally found the money and the time and started flying lessons from the grass airstrip at Sandown, boggy conditions during the winter months meant it took 18 months from start to finish, but I had done it – I had learnt to fly, but now what? Where do I go from here? the same question probably everyone asks themselves once they get their PPL.

This is when I met Bob Woolford, there I am with Jim Birnie my CFI, pass certificate in my hand and this rather large gentleman with a big bushy beard walks over shakes my hand and congratulates me on passing my test and then asks if I fancy flying to Cherbourg the next weekend, why not? Going to France was something I had not even considered, I took out a share in a Piper Arrow and we did many trips together eventually coming to the Jersey Air Rally in 2003 where I met Fiona, after a rather expensive courtship which involved many trips back and forth over the Channel we got engaged the following year – at the 2004 Air Rally where else?

It was then I decided that rather than spending the next 25 years repairing checkout equipment I would pursue the dream of flying, I visited a trade fair at Heathrow walking out with lots of glossy brochures and the re-assurance from some that I was not too old to go commercial and settled on Bournemouth being closest to home on the Isle of Wight, 6 months of ground school followed and in December 2004 I moved to Jersey, most of 2005 was spent hour building in YC and temping in town to make ends meet before going back to Bournemouth to complete the CPL and IR, which I completed in March of 2006.

Then it was a case of constantly sending out CV's, temping to make ends meet, add in getting married in August of that year and waiting! I think in that year I must have tried pretty much every regional airline I could think of in the UK, some of which are no longer with us.

Then in about March 2007 Jim Birnie my CFI from Sandown phoned up out of the blue and asked if I fancied running his pleasure flights that summer at Sandown, what could I say, that first small step on the ladder, but a slightly difficult choice as my son James was due in May, I would be here for the birth and then disappear until September, but Fiona and I agreed it had to be done, and so it was I spent the summer of that year in a little hut beside the runway at Sandown greeting people as they arrived, taking their money, strapping them into the 172 and off on a 10 to 20 minute sightseeing trip over the Isle of Wight.



It was at the end of that season that things finally took off – pardon the pun, whether it was luck, fate or just being in the right place at the right time, I returned from the Isle of Wight to a now much bigger 4 month old James, when Fiona told me that Jonathan Gready from the Aeroclub committee had been in touch looking for me, I contacted the club and spoke to James who said that the club wanted another flying instructor and was I interested. I have to be honest and say that instructing was something I had never even considered before, but I had enjoyed the pleasure flights and the one to one interaction with people who had never been in a small plane before, so I immediately said yes, but one small problem – I don't have an instructor rating and cannot afford to get one. It was agreed by committee that the club would fund the rating on the condition that I signed an agreement to work for the club for two years as a means to recoup that investment, an arrangement I was more than happy with, a new baby and guaranteed work for at least two years. So in January of 2008 I was off again, this time to Goodwood to train for the FI rating returning to Jersey in March. I then spent nearly three years with the aeroclub meeting a wide selection of people and making some good friends along the way, but in December of 2010 with the change in committee and management structure of the club it was decided that 3 full time instructors was perhaps too many and we all had notice of possible redundancy in the New Year.

It was here again luck, fate, right place right time call it what you will, that having received the letter from the new committee, James and I were having our usual end of week refreshments in the club bar when Shane and Nils, the Chief and Deputy Chief pilots from Blue Islands were in having a management meeting (drink) when Nils told me that they were looking for First Officers for the Jetstream and if I was interested then send them a letter and c.v. this I did and within a week or so I was having an interview with Blue Islands, needless to say I got the job handed in my notice to the club and by the end of January 2011 I was in Sweden doing the type rating on the Jetstream, so there I was 45 years old and just landed my first airline job. I flew the Jetstream for 2 years and have to say as a first commercial aircraft you can't beat it, there's no autopilot it's all hand flown.



Having spent two years on the Jetstream I was then offered a move to the ATR, an opportunity again I had no hesitation in accepting, so in February 2013 I was off again, this time to Toulouse for a month for the ATR rating. I have now been on the ATR for just over 2 years and am still enjoying going to work as much as I did doing the pleasure flights, then late last year came the offer I just could not refuse, promotion to Captain.

So there we go, as I turn 50 this year I am fulfilling a boyhood dream of being a pilot, ok it's not a jump jet but you can't have it all! Also considering I had never thought of instructing before working for the Aeroclub, I have missed that one to one interaction and sharing the pleasure of flying, which is why you will find me on my days off back at the club instructing part time.

To finish just a word about that rather large gentleman with the big bushy beard on the Isle of Wight Bob Woolford. If it hadn't been for that handshake and the offer of a trip to Cherbourg I may never have come to Jersey and this would be a completely different story. Thanks Bob

**Next month..... *Tales of a club instructor by Mike Le Galle***

## HELPING WINGS

**Swimathon** – Jonathan Gready – Fundraiser extraordinaire receiving a cheque from Lion Andrew Quinn at St Martin Public hall which will enable us to purchase the long awaited hand control column allowing lower limb disabled people to fly.



Our sincere thanks to the Lion Club, to the Royal Bank of Canada, and of course to all the swimmers!

## Flying Scholarship

The 2015 flying Scholarship was held at the Aero Club on Friday 26<sup>th</sup> July in the presence of our Patron H.E. General Sir John and Lady McColl.



Myra Schaklady, Commercial Manager of our sponsors Ports of Jersey presented the awards with Sir John.

Certificates and Wings were awarded to one of the 2013 winners Matthew Perrée (as Matthew was working, his fiancée Sarah accepted his award) and to the 2014 winner, Gerard McGonigle. Both Matthew and Gerard had now completed their Helping Wings flying programme and Gerard has now passed his Air Law exam and is looking

to complete his PPL!

Matthew sent us a thank you video which he is going to post on our Helping Wings Facebook page.

The 2015 winner, Chakotay Wood received a voucher for flying training to the value of £2000 and a flight bag. Chakotay has already started his flying and is sending us regular updates which will be posted on our website [www.helpingwingsjersey.org](http://www.helpingwingsjersey.org)

## DATES FOR YOUR DIARY

Next Club Night

- Friday 7<sup>th</sup> August when a welcome glass of Prosecco awaits you!

## THE PLANE SPOTTER'S CORNER

Thanks to Bob Sauvary for another set of great pictures.

Dropping into Jersey on 13<sup>th</sup> June 2015, a group of French pilots, all members of AOPA, on their trip to Shetland from Cannes via Cahors – Bordeaux – Quimper – Jersey – Waterford – Londonberry – Barra – Inverness – Lerwick – Dundee – Elvington – Duxford – Biggin Hill – Lille – Cannes....!





*F-GAGG Reims Aviation S.A. build Cessna F177R*



*F-GGCF Piper PA28RT - 201 Arrow IV*



*F-GGRX Piper PA28R – 201 Arrow III*



*F-HEXP Cirrus SR22*

### ***GUERNSEY AIR RALLY...by Rob Le Page***

The extremely popular Guernsey Air Rally was held during weekend 19-21<sup>st</sup> June 2015. The 43<sup>rd</sup> Air Rally was a 'total sell out' well ahead of the weekend of the event with this year theme Midsummer Flights Dream.

Whilst the event followed its well proven and popular format, some subtle fine tuning added to the interest.

Friday 19<sup>th</sup> June was arrivals day with warm weather and clear blue skies throughout Europe, and



this saw 60 aircraft arriving from the UK, Wales, Ireland, Belgium, Germany, France and 'Thailand'. Aircraft arrived with a huge range of types which French 'homebuilt Vanessa Air VLS, a 2 seat Quik 912S GT450 flex wing, Piper Cub, Europa, Sky ranger, Glastar, Ikarus, CT-SW, Falco as well as production types such as Cessna's, Pipers, Robins & Jodels, TB20 Trinidad, a Thai registered PA46 and even a Hughes 300 helicopter.

On arrival at the East Apron, they were met and taken to the Aero Club where they enjoyed the marvellous

buffet lunch. After collecting hire cars and drop of at the hotels they returned that evening for a Prosecco for the Welcome Drinks and welcome from the Airport Director Colin Le Ray, followed by Lasagne and drink in the bar.

Saturday 20<sup>th</sup> June was an action day but you could choose what appealed to you. This included a quiz, and island car treasure hunt, an escorted walk to the cliffs and the Occupation Museum, the ASG aircraft pre-flight competition, and flights in G-JOEY the famous Trislander. (Unfortunately the intended NAVEX over France was cancelled due fog in the vicinity). The evening by this time had the usual Guernsey fog but all were here and this saw the incredible hangar extravaganza with large majority in theme fancy dress, and with 240 people having a 3 course meal. Compare Tony Barton entertained the guests with joke and singing, followed by the presentations, raffle and dancing till late with Peter Frampton and the Raviators.

Sunday dawned with clear weather again set for departures all over Europe. The rallyists enjoyed coffees and croissants and collected their Guernsey Gâche prior to departure. However some stayed over and enjoyed an extra day or two on Guernsey.

Encouraged by max 60 aircraft (+ a waiting list), 240 seated hangar extravaganza (+ a waiting list), and 1,200 lunches during the weekend, the 100 enthusiastic strong Aero Club team were a little knackered come the end but were well pleased and are into planning next year's 44nd Air Rally. They suggest book early to avoid disappointment. A selection of photos can be seen on <http://www.guernseyaeroclub.com/gallery/thumbnails.php?album=110>

***And finally.....YOU'RE FIRED.....!***

Sir Alan Sugar spotted during his short visit to Jersey recently.



*Looking forward to seeing you at the club whether you are flying or socialising and to receive anything of interest for the newsletter.*

*Eveline*

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