



Welcome to the  
**JERSEY AERO CLUB**

## **JUNE 2015 MEMBERS NEWSLETTER**

*It hasn't been the best of flying weather so far this summer...but now, as I write this, the sun is shining and it promises to be a warm day with light winds. So why not make the most of it and get planning. Of course no flying doesn't mean no socialising....so, come up to the club for a meal or simply a chat. We are now opened until 20:30 every day.*

### **NEWS FROM THE FLYING DESK.....** *From James Evans CFI*

Chris Winch, a long time Instructor with Jersey Aero Club, flew his last trial lesson prior to retiring from instructional flying on Sunday 31 May, just hours before his Instructor rating expired. Chris is pictured below with the Pettinger family, on holiday from Birmingham, before their round the island trip. Chris will still be a regular at the Aero Club available for consultation for the cost of a cup of tea and a KitKat, giving his usual excellent advice, and will continue his extensive private flying career in a variety of types including his DH Hornet Moth based at White Waltham, and a nice shiny executive jet based at Aviation Beauport!



**REMINDER ..... NIGHT RATE.....** or may be we should call it... **NIGHT AWAY.....!**

Don't miss this opportunity.....keep your flying hours up and enjoy a night away!



*"Still on the ground when we could be having dinner in France...!"*

£85 per hour plus fuel. Bookable. Special rate applies from 5pm to 10am the next day.

## **WELCOME TO OUR NEW MEMBERS**

We are delighted to welcome 3 new members this month -

James Forrester

Steven Lamb

And our Helping Wings Scholarship Winner, Chakotay Wood.

## **SOCIAL**

**That's Life Variety Show** – In aid of Diabetes Jersey, the evening held for the May club night was well attended and we've received a thank you letter from Diabetes Jersey for the money collected on the night.

Also, for those of you who enjoy EastEnders....Jonny Labey who is a diabetes sufferer and spoke about it before the show is now EastEnders character, Paul Coker.

**Wine Tasting** – Very enjoyable event with two overseas members joining in. Thank you for your support Jean-Pierre from Granville and Luc from Belgium.....a long way to come for a glass of wine!

Thank you also to Flo Aranda from Randalls who hosted the evening and to Tracy for a great BBQ.

## **YOUR STORY.....this month... Tails from an airline called Intra by Mike Le Galle**

### **# 1, a fishy tale from Shannon**

It was April 1975 and I had just left the club and joined Intra, a change from instructing on the Cessna 150's to the DC-3, quite a change, but the 3 was quite an aircraft as I soon found out. It seemed huge to me, and those massive throttle and pitch levers. The smell was just intoxicating and the noise of squealing brakes on taxi, not



to mention that cacophony of P&W 1830 engine noise during start and take off, just sublime.

This trip was my first on G-ALWC a DC-3 that Intra was leasing from Clyde Surveys and had only recently been ferried up from Tamanrasset to Jersey by the boss Bernard and Richard chief pilot. The aircraft was freight only as she (funny how good aircraft are always referred to as she) had been used for freight and survey work by Clyde.

This trip was to ferry WC to Shannon pick up a load of fresh water eels, Elvers, apparently a delicacy in Holland, and deliver them to Amsterdam Schiphol. Take off Jersey late afternoon, overnight flight to Schiphol and then ferry WC back to Jersey.

The Captain was a man once met and flown with never to be forgotten, known by all F/Os as "Old Joe" No one really new Joe's age, his weathered face looked like he had flown a million miles, he probably had, Joe was a quiet, reserved man but his eyes revealed a huge aviation knowledge, he looked at you, listened, but you just knew Joe had seen and heard it all before.

Joe was Czechoslovak and had flown the DC-2 for Czech Air Lines (yes the DC-2), he escaped Czechoslovakia in 1938 just before the Third Reich invaded the country, they say he was the first pilot to hijack his own aircraft, that's a story I must tell you some day.

He had a manner that instantly demanded respect with all, little was I to know how important this would be that night.

We arrived in Shannon at 1940 hrs, so my log book reveals, and taxied to the freight ramp and left the loaders to it. After a short break whilst they loaded what looked like several thousand boxes into WC, so many in fact, that as usual we had to climb up the ladder and enter via the forward hatch. We departed for Schiphol. We didn't refuel that night as the 3 has a huge range, and the load of eels apart from being bulky, wasn't that heavy, (well so they said).



The night's weather looked like southeast winds aloft with freezing level around 2000ft and cloud up to 10.000ft. As things turned out this forecast was to have a huge impact on the night's events. We routed out over the southern Irish Sea towards the Brecon VOR initially maintaining 6000ft.

There is one thing pilots hate, it tends to creep up on you, and has a habit of spoiling your day, yes your right, and it's ice. That night it began as light then started to increase both

of us noticed the speed dropping back, and Joe decided to descend, seemed a good idea to me particularly as by now both windscreens started to ice over. The deice boots on the wings at first kept the ice at bay by us waiting for a build-up then activating the boots which broke the ice off, however this now became so frequent that it was having limited effect. Airspeed now became a problem as it was back to around 100kts so we kept descending over the sea to 2000ft. At last we stabilised at 2000ft and 100kts, still loads of ice but the boots were holding their own.

Joe was as ever very calm, not saying a lot but he knew exactly how to handle this, however the realisation that another problem was looming soon became clear to us both, and it was fuel. At this low altitude, with higher headwinds we would not make Schiphol with sufficient fuel remaining, we would have to divert to refuel.

One more little problem became evident in that both windshields remained obscured with ice. The 3 has an alcohol deice system to clear the screens of ice, its supplied by a tank behind the Captain and sprayed onto the two forward screens, we had been using this and at first we thought it had failed, however it soon became clear that it

had run out of alcohol, this would make the landing a little tricky to say the least if the ice failed to clear. So we needed an airfield with a low minimum altitude from the approach to hopefully give the screens time to clear as the outside air temperature increased. Joe came up with a good solution RAF St Mawgan, open 24hrs and used in those days for Shackleton SAR operations, in addition it had a full GCA approach providing both radar guidance on your actual flight path and actual height above the runway. Joe was keen on this idea for a diversion airfield, and I suspected he knew the airfield from old, most likely he had last been there in a spitfire during his time with the free Czech squadron of the RAF.

So off we went to St Mawgan, Joe flew the GCA perfectly, and it was a joy to see, always control movements only when needed no over controlling it seemed just effortless for him. The 3 was really heavy on the flight controls particularly ailerons, these needed both hands at times, but it was extremely stable, the perfect aircraft for a demanding night approach. During the approach the two front screens remained covered in ice giving us no forward vision, it was only about 200ft that a small clear area appeared on the captain's forward window, and just enough for Joe to pin it on as the GCA controller said your wheels should be touching down now. Wow what a flight, and the most freighting part of the night was yet to come.



We followed the RAF lead in Jeep to the ramp and set the park brake and shut down, a little surprised to see the amount of military vehicles surrounding WC, a nice welcome as Mike Joe said, with a wry smile. I pulled out the ladder and we both climbed down from the forward hatch to be met by armed military police and bright lights, looking back at the aircraft we saw that the rear cargo door had already been opened. We were asked to follow the police into an adjacent building.

Joe was taken into one room and me into another, what was wrong, we only wanted fuel and maybe a cup of tea. After a few minutes wait all became clear as I was asked where were the papers for importation of live eels into the UK, of course we had none, but more worrying was, why the aircraft was full of boxes marked TNT high explosives!! It seemed that serious action was being considered, as we had turned up at an RAF airfield in WC unannounced from southern Ireland with boxes of high explosives on board. Why had I not seen the boxes, of course it was Joe who had looked over the cargo in Shannon. So there I stayed for an hour or so on my own, getting ever more concerned.

Eventually Joe came in with the base commander, looking like long last buddies, Joe smiling base commander smiling, tea arrived (why is it pilot's need tea) Joe somehow had sorted it we were no longer invading the UK, fuel was on its way and a flight plan to Schiphol was being organised. It turned out that the shippers in Shannon had used old high explosive boxes to ship the eels (glad I was not eating them) Joe had seen them but of course didn't know we would end up at an RAF base, but best of all was that Joe had indeed flown from St Mawgan, in a Hurricane in transpired, but most fortunately for us he knew the base commander from 1940, good old Joe.

So for the second time that night, in the early hours, we set off again for Schiphol. that was uneventful other the Schiphol ground control asking why we left a trail of fishy smelling water behind us as we taxied around the airfield, old WC always smelt of fish after that.



Joe sadly passed away several years ago, rest in peace “Old Joe” he is buried in the Czech pilots cemetery in Kent, with his Czech colleagues from the 1940s.

WC lives on!! Not in her pristine heyday as she looks a little tired now, and over the past years when working in Toulouse I often visit the museum she rests in at Blagnac, it brings back the memory’s and at times I’m sure I can still smell those eels.



**Next month..... PPL to ATR Captain by Gary Phillips**

### **SKYDIVE JERSEY**

Skydive Jersey has been flying more regularly now that the better weather has arrived. We completed another group of ‘Solo’ parachute jump recruits this month. Congratulations to JP Vuillemin, Neil Joy, & Jamie Gill who all completed their first solo jumps during May. They should be at the bar this Friday night to pay their beer fines!

JP exiting LT over St.Aubins Bay !



Further achievements worth noting this month, are Alun Griffiths accruing 12 logged hours of Free Fall time. Sarah Jackson, Formation Skydiving 1 qualification. Connor Hall 1<sup>st</sup> Jump in his home Island of Jersey. Andy Vidamour 1<sup>st</sup> Parachute drop as pilot commander. All deserving a drink on them I believe !

We decorated the bar for Johnny Kelly's 30<sup>th</sup> Birthday party, with a Gatsby 1920's theme, and his family arrived from Ireland as a surprise. The fancily dressed participants really made the night go with a swing, as we enjoyed the clubs hospitality and event facilities. Happy Birthday Johnny !



Further improvements to the training facilities include raising the wooden aircraft mock up, to ease the practice exits. A set of wooden stairs for practicing Parachute Landing Falls (PLF's) and installation of the PA system, so jumpers should never miss another call from the manifest.

Thanks go to Mike Fleming for fixing the rear brakes on the Skydive minibus, in the fog last week. Sorry it was so cold for you ! Keep a look out in the coming days for the new decals on the Skydive vehicles, as Vinyl Richie finally gets to grips with the Vinyl cutter!

We have plenty of activities planned for next month including water training, and boat handling. All welcome, see the diary below!

### **SKYDIVE DATES FOR YOUR DIARY**

Fri 5<sup>th</sup> June Club Night in the Aero Club

Sat 6<sup>th</sup> June 'Solo parachute jump ground school'

Sun 7<sup>th</sup> June Tandem & Static Line parachuting

Mon 8<sup>th</sup> June Afternoon Parachuting

Tues 9<sup>th</sup> June Evening Parachuting

Friday 12<sup>th</sup> June Parachute water landing Training including water retrieval and resuscitation techniques at Quennevais Pool

Sat 13<sup>th</sup> June Boat Handling Training, and water retrieval practical / Gunsite followed by beach BBQ.

Sun 14<sup>th</sup> June Skydiving

Fri 19<sup>th</sup>-20<sup>th</sup> June Trip to Dunkeswell

Sun 21<sup>st</sup> to 24<sup>th</sup> June Skydiving

Sun 28<sup>th</sup> June Skydiving

Friday 3<sup>rd</sup> July Club Night

Sat 4<sup>th</sup> July 'Solo parachute jump ground school'

Sun 5<sup>th</sup> July Tandem & Static Line Parachuting

Anyone who would like details of any of the club events can contact Mally on 747410, or if you would like details of any of the parachute courses that we offer, then please get in touch, via the same, or come and see me in the club. Happy flying everyone!

## HELPING WINGS

**Flying Scholarship** - We are delighted that the 2015 flying scholarship, sponsored by Ports of Jersey, has been awarded to 15 year old Chakotay Wood. *Below – A very happy young man!*

Chakotay who is in his first year of GCSEs at Le Rocquier School has received £2000 of flying training with the Jersey Aero Club under the watchful eye of Chief Flying Instructor James Evans.

Although not expected to flying solo within this time, Chakotay is hoping not only to complete his flying licence but his dream is to become a commercial pilot.

Chakotay, who suffers from Congenital Scoliosis and Spinal Dysraphism, has had regular visits to Great Ormond Street since he was 18 months old. He has had three operations and in Chakotay's words....is now full of nuts and bolts in his spine!

Many congratulations to Chakotay and all our very best wishes with his flying.

Chakotay is keeping a flying blog which can be read on our website [www.helpingwingsjersey.org](http://www.helpingwingsjersey.org)

### **Looking ahead -**

The Collas Crill Island Walk will very shortly be upon us. Saturday 20<sup>th</sup> June is the day.....so, I am sure it's not too late to register if you fancy a challenge, as indeed is club member Rita Hill who will be doing her 18<sup>th</sup> walk.....or to simply offer your help on the day , go on their website [www.ccislandwalk.com/](http://www.ccislandwalk.com/)

Again this year, we are very privileged to be one of recipients of this charity event, which will cover the cost of our 2015 October day for young children.



## DATES FOR YOUR DIARY

Next Club Night - Friday 3rd July - Ideas welcome for the evening!  
French RT - Apologies for the delay..coming up soon!  
Guernsey International Air Rally - Hangar Party Saturday 20<sup>th</sup> June  
Helping Wings Scholarship Presentation - Friday 26<sup>th</sup> June at 18:00

**AND FINALLY**....well actually...not really. I thought it was time to add a new item to the newsletter....

## THE PLANE SPOTTER'S CORNER

This month I have 4 pictures from Bob Sauvary



*OY-KBO SAS Retro colours Airbus*



*G-JAKS, probably the oldest PA28 in Europe (built 1962)*



*G-DCOE and F-PAAM are both home built kit aircraft*

*So...your pictures next month?*

*Looking forward to seeing you at the club and to receive anything of interest for the newsletter.*

*Eveline*

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