



Welcome to the  
**JERSEY AERO CLUB**

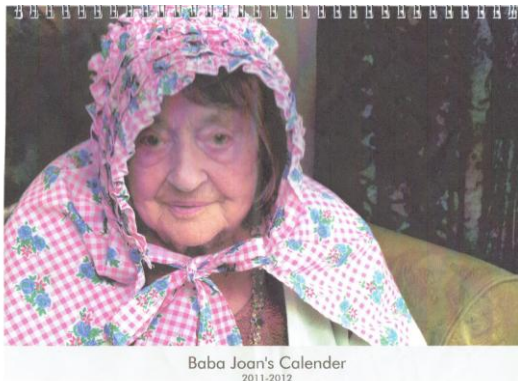
## MAY 2015 MEMBERS NEWSLETTER

*A friend of Anne Fleming's contacted her with a touching story which she would like to share with you all. 104 years old Joan De La Haye and her husband George were social members and visited the club regularly. Joan misses that very much and would love to receive visits from pilots to reminisce about the good old times!*

Having met George, in Dumfries, Scotland whilst visiting her brother (also in the RAF) in 1940. Joan and George tied the knot in 1941.

Joan was one of the first wives to live in army residence in Germany after the war.

Joan and George moved back to Jersey in 1985 and sadly, George died 12 years ago.



Joan continued to visit the aero club as recently as December 2014 but sadly she is unable to visit us now as she gets very tired.....Considering Joan will be 105 this year, I think we can understand that!

Joan is now living in the Stuart Court Residential Home and would love to receive visits from pilots!

*Planter donated to the club in memory of George.*



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

The superb weather throughout most of April has been a great start to the season, coinciding very nicely with the return to service of G-BOXA with its new interior and avionics, long may it continue!

We have started 2 new students this month and have welcomed back some of last year's students who had taken a break during the winter. We also welcome back the Victoria College CCF students who have started their summer flying programme, they are excellent students and I am currently mentoring 2 of them towards a full licence and possibly a career in military or civilian aviation.

I am considering planning a JAC Club trip to Alderney for a weekend fly-out this summer if there is enough interest. It will be aimed primarily at low time/newly qualified pilots to expand their horizons, but of course it will be open to everyone and I am talking to friends at Guernsey Aero Club as they have expressed interest in joining us. Please let me know if you would like to attend and your favoured dates and I will take it forward.

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



*"What are we doing here....we should be flying...!"*

We have introduced **"night rate"** in order to encourage the use of club aircraft at the least busy times of the day. This special rate will apply from 5pm to 10am and the slots can be booked in advance. At only £85 per hour plus fuel costs, it's a great offer which we hope will keep the fleet flying throughout the summer months.

## WELCOME TO OUR NEW MEMBERS

3 new members this month – Ashley Johnson and Tristan Mackie who are both doing their PPL and Caroline Twomey from the UK, doing hour building. A warm welcome to you all. Hope you will enjoy being part of our busy club.

**SOCIAL** - 2 events to look forward to!



**QUIZ** - *The price of success....!*

As part of the winning team, Team Watt, a couple of months ago, Mike and Victoria have accepted the challenge and will be setting the next quiz as per the poster.

So, book your table now as this is becoming a very popular event!

**WINE TASTING** -Another event to look forward to is the wine tasting evening sponsored by Randalls and hosted by Flo Aranda. Another event when booking is essential!

**WINE TASTING**  
In association with  
**RANDALLS**  
*Something for everyone*

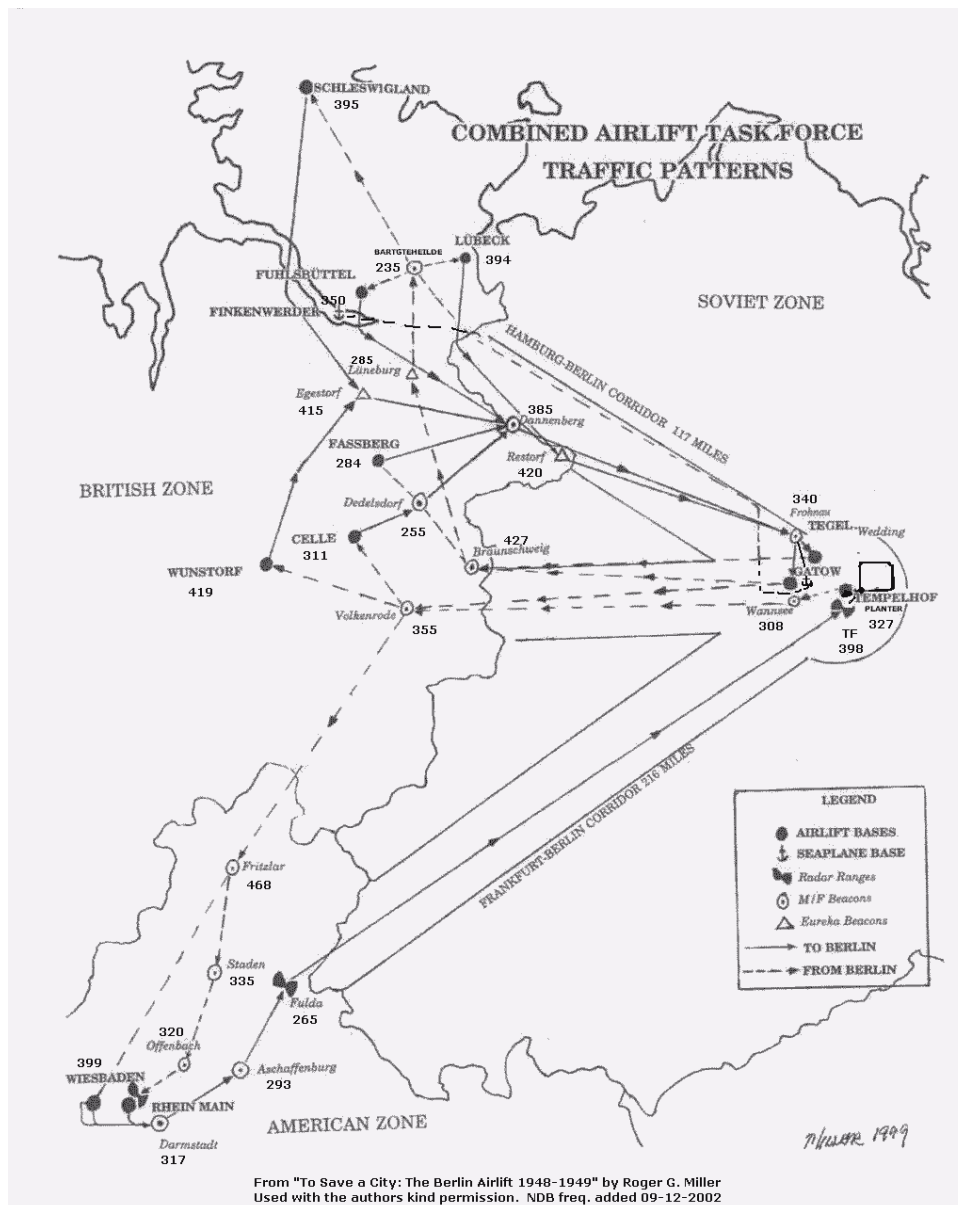
Join us on Friday 8th May from 6.30pm

**BARBECUE**

**WINE TASTING AND BBQ**

Wine tasting hosted by RANDALLS, when you'll be able to buy the wines at a discounted price on the night.  
Enjoy a BBQ for only £9.95 per person.  
Booking essential so please call 742706 to reserve your place.

**YOUR STORY.....this month...BRITISH EUROPEAN AIRWAYS -(1946 – 1974) by Willy Weber**



## SCHEDULED SERVICES TO AND FROM BERLIN (a snapshot of the mid 1960s)

Firstly, a bit of 1940s political history:

1. When the shooting stopped in Europe in 1945, Germany was divided by a roughly north/south vertical line, with the eastern bit under rigid USSR control. Berlin, the capital up to that time, was firmly within their territory. The post-war West-German government was, therefore, officially established at a safer place further west called Bonn (near Cologne) – but that's another story.
2. In the autumn of that year, the US, France, UK and USSR hammered out an agreement on the future division of Berlin. Basically this meant that again, a line was drawn vertically down the middle. The US, France and the UK each had a slice of the western half while the USSR hung on to the eastern bit. West Berlin had effectively become an 'island' stranded inside Soviet territory. It may or may not have been significant that the US was holding the only really big (nuclear) stick at that time.
3. Each 'sector' of newly divided Berlin had the remains of an airfield, all of them needing serious repair work. The US had Tempelhof bang in the middle and the British had Gatow off to the south-west. The USSR had Schoenefeld out to the south-east, which was by far the best site with space for development. Tegel, up north in the French sector was later developed to take over as West Berlin's major airport when city centre ones (like Tempelhof) were becoming politically sensitive. Everything changed in 1989 – but that's another story.
4. In November 1945, an extension to the agreement led to the setting up of a circular 'Berlin Control Zone'. This had a 20 statute mile radius centred on Tempelhof, to allow aircraft taking-off and landing at West Berlin airfields to over-fly Soviet controlled territory at low level.
5. It also created three air corridors, each 20 statute miles wide, linking West Berlin 'island' with what had become West Germany:
  - a. North corridor – north-westwards towards Hamburg.
  - b. Central corridor – westwards towards Wolfsburg and Hanover.
  - c. South corridor (the longest) – south-westwards towards Frankfurt.

## FLIGHT OPERATIONS IN THE CORRIDORS (1965 style)

1. A condition of the agreements was that aeroplanes registered in what had become West Germany were not permitted to use these corridors over USSR controlled territory. This answers the question (often asked) 'why did DLH not operate its own services to and from

Berlin?' Furthermore, each flight had to have 'permission' from the Soviet military. All a bit unsatisfactory.

2. Things came to a head in June 1948 when that nice Uncle Joe in Moscow decided it was time to start tearing up the agreements. It may or may not have been significant that had he had developed his own big (nuclear) stick by then. He tried to squeeze the western powers out of Berlin by blocking roads and railways. This led to nearly a year of character-building crass stupidity known as Operation 'Vittles' (in the US); Operation 'Plain Fare' (in the UK) which we all remember as the famous 'Berlin Airlift'. Uncle Joe did not climb down and re-open the overland connections until May 1949, leaving a tense unease to the whole country.
3. BEA was heavily involved but that's another story. Formed in 1946 by the nationalisation and amalgamating of a motley collection of private outfits, BEA was based initially at Northolt with an equally motley collection of second-hand rolling stock. The fleet included Junkers JU 52s (no kidding!), DC 3/C47 Dakotas (which they called Pionairs), DH 89 Rapides and later the new Vickers Vikings. With the subsequent move to Heathrow, the Airspeed Ambassador (Elizabethan) and Vickers Viscount came along. The Viscount 700 was operating on the Berlin schedules from the mid-fifties but when the 800 series became available a few years later it took over completely.
4. Tempelhof was the main centre of Berlin operations for BEA (and PanAm for that matter). BEA year-round schedules (using the corridors) were:
  - a. North: Hamburg, Bremen.
  - b. Central: Hanover, Bremen, Dusseldorf, Koln-Bonn, London.
  - c. South: Frankfurt (Main), Munchen, Stuttgart.
5. Standard cruising levels in the north and central corridors were FL 65 and FL 85 westbound. Eastbound was FL 55, FL 75 and FL 95. The south corridor was straightforward evens south-westbound and odds north-eastbound.
6. In the early days some poor sod who had dared to climb up high above the turbulence and charlie-bangers was shot at by a Mig. There were no survivors. After an international outcry, everyone was careful to keep below FL 100. Uncle Joe's private airforce didn't dare shoot at anyone else but that didn't stop fully armed Migs and Sukhois playing silly-buggers occasionally.
7. Mainly for the reason given in 1 above, the only competition for BEA came from Air France and Panam. (The Dan-Air Berlin base came along later). Air France used a Sud Aviation Caravelle on their Frankfurt – Berlin (Tegel) services but not very often. Panam, however, with the comfortable 96 seat DC 6 was a very slick, commercial operation.
8. The BEA Viscount 802 for the German internal market was usually configured with 66 cattle-class seats, two toilets and a big, well equipped galley. Seriously good grub was always provided.
9. All three companies enjoyed a 'highly favourable' arrangement with the West German taxpayer. Seldom did a service lose money.

10. Panam flight-deck crews were based in Berlin on a permanent, residential basis. Most of them were very senior and had turned down promotion to jet jobs back home in the US.
11. BEA flight-deck crews were rotated from various UK bases on the regular direct services, working typically 5 to 8 day 'tours'. Accommodation in Berlin was provided at the excellent Bristol Kempinski. Crews night-stopped at each outstation to cover late night /early morning schedules. Flight attendants were recruited locally.
12. A VC 8 would easily overtake a DC 6 in the climb - black smoke (rich mixture) from the P&W R2800 radials was a sure sign they were trying hard. Neck and neck in the low-level cruise at 250/260 knots TAS. In the descent, the DC 6 had a higher Vno, so could make up time (and push past in the circuit!) Schedule block times were, therefore very similar.
13. Everything changed when Panam introduced the new P&W JT8D powered Boeing 727-121 to Europe.
14. BEA's propaganda department had been insisting that the B727 could not possibly operate from Tempelhof's short runways. However, it could and did. The British equivalent (HS Trident) was smaller and seriously underpowered. Not for nothing did it acquire the nickname 'Ground Gripper'.
15. BEA's answer was to reduce VC 8 seating to 53, all first class (liberated from DH 106 Comets) with even bigger galleys and even more luxurious hot grub. It was not a success – the German public wanted to go fast in modern jets.
16. BEA finally admitted defeat in November 1968 and introduced the noisy BAC 111-500. But that's another story.

#### NAVIGATION IN THE CORRIDORS (1965 style)



1. At that time, BEA VC 8 aircraft were fitted with a mark 10 Decca receiver and Flight Log. (Low frequency – a development of the wartime 'Gee'). Excellent in fine weather - however, if there was CB activity anywhere near, the whole system would go and hide in

the corner with the sulks. Panam management would have none of this quaint British stuff and their crews were intrigued and mystified when dead-heading on a VC 8.

2. Unlike the DC 6s, BEA VC 8's were not equipped with DME until a major avionics upgrade was implemented in the early seventies. This upgrade included the removal of all the old Decca stuff. But that's another story.
3. In the Berlin Control Zone:
  - a. A VOR bang in the middle of Tempelhof airfield (TOF 114.1)
  - b. A VOR at Havel, somewhere down among the lakes (HVL 113.3)
  - c. A VOR at Tegel. Cannot remember its details.
  - d. Two low powered NDB locators east and west of Tempelhof (Planter 327 & Helmholtz 347)
  - e. A full ILS at each end of the Tempelhof southern 27/09 runway.  
Note: all approaches at Tempelhof were US military precision GCA's with ILS monitoring as a back-up. Visual approaches were strictly verboten, day or night, regardless of the weather.
4. A VOR at Hehlingen, the western end of the central corridor (HLZ 117.3)
5. A VOR at Hamburg, the north-western end of the north corridor (113.4)
6. A VAR at Mansbach, the south-western end of the south corridor (110.5)  
Note: a VAR (that's not a typo) was a fixed localiser, like an ILS. This one was seriously powerful (three phase AC stuff) and perched up on high ground near the border. It was aligned north-eastwards towards Berlin, denoting the corridor centreline with remarkable accuracy.
7. Primary surveillance radar (US military) was mandatory. In the event of radar failure, corridors were immediately closed.

#### COMMUNICATION IN THE CORRIDORS (1965 style)

1. VHF communication was not a problem in the central and north corridors. However, the longer southern corridor was not so easy. HF (AM/DSB) was installed on the BEA VC 8 but not used for comms in Germany.  
(It was usually tuned to BBC Test Match Special – far more important!)
2. For VHF comms in the southern corridor (when out of range of Berlin) the US military placed semi-mobile 'trailers' (caravans) on the high ground near Mansbach, adjacent to the VAR installation mentioned above. These, like Berlin ATC, were equipped with high quality primary radar and operated by US military personnel.
3. Different trailers had different call-signs. For example, one moment you were chatting to a guy called 'Office' and suddenly he changed his name to 'Telegram'. (All Americans sound the same on the wireless!)

4. One thing they all had in common – if you wandered off the centreline even a little bit (trying to dodge round CBs perhaps) they would become very excited.

**Post script – ‘lest we forget’:**

*My old dad and his crew visited these parts a few years before me in their blacked-out, Merlin powered Avro. About 30 times - landing not intended.*

*On his last visit (in daylight - after peace had broken out) he took a few unofficial low-level shots with his old Kodak box-brownie...*



***Koln-Bonn (later became EDDK)***



***Dortmund-Ems canal***



***River Rhine at Cologne***



***Cologne cathedral***

**Next month.....***No more stories in my pandara box! But, I am sure there are lots of you out there with some very interesting flying memories to share!*

**SKYDIVE JERSEY...by Nigel O'Brien**

The local jumpers have been smashing through the milestones and achievements this month thanks to a few trips abroad. Congrats to all, great to see so much progress, keep it up! Worthy of special note is Liam Hardman gaining his coach qualification in FS, giving us a local with skills to pass on to those who want to dial in their flat flying, a fabulous addition to the club's offerings.

The weather is giving us some openings and thanks to Claire for running the manifest so efficiently we've been maximising the time we have available whilst the tide is out. New jumpers have taken up the gauntlet and bombed the beach from a few thousand feet off the static line, well done to those brave souls. Among them Helier Heath has gained his static line wings, completing the full trio of Heath men to have started the course, there's talk of a family 3 way once they've advanced to full freefall, we look forward to seeing it!



Liam has confirmed the plane is booked for a Cessna Caravan boogie in August with a slight tweakage to the dates, but we're sure they're locked in now – August 20-25<sup>th</sup>. Lots of fun is being planned so look out for more details soon.

Michelle has recently had her operation to get her back on the road to recovery so we can't wait to see her smiling face in the sky when back to full strength.

***Achievements:***

Michael Stocks – FS1, 100 jumps, B license

Liam Hardman – FS Coach

Richard Hamilton – 200 jumps, C license

Johnny Kelly – FS1, FF1

Static Line first time jumpers a very big Well done to:-

Helier Heath, Philip Derouet, Khaii McMurray, Claire Derrian, Gus Fraser, Jason Thebault, Matt Falloon, Paul Oliver

***Photo:*** Simon Griffiths, Pete Dolbel, Richard Hamilton & James Evans at the controls.



## GUERNSEY INTERNATIONAL AIR RALLY

### *Message from Gary Elson*

Guernsey Aero Club has negotiated a £10 landing fee for any aircraft attending the Air Rally Hangar Party on Saturday 20<sup>th</sup> June. This is for aircraft going directly to GAC, not ASG.

To book for the Hangar Party - ring Guernsey Aero Club on 01481 265267.

## HELPING WINGS

Fortunately for the HW's team and their guests, the weather was on our side on Sunday 19<sup>th</sup> April when 15 young people and their families/carers took to the sky thanks to our wonderful pilots!

This year, in addition to the round the island flight, they were all able to visit the control tower and our thanks must go to Les Smallwood and his staff for their kindness and patience in being able to deal with so many people in one day!

Off course, we musn't forget our helpers on the ground, particularly Margaret Gicquel who sat all day behind her desk welcoming and organising everyone!



details hopefully very soon.

Our 2015 scholarship winner should be announced shortly and we look forward to welcome him/her at the club.

23<sup>rd</sup> August is a date for your diary when Helping Wings and Wetwheels will work together and take a group of disabled children to Guernsey . One group will go by boat whilst the other is flown across with the reverse happening for the return to Jersey. His Excellency General Sir John McColl will be waving us off!



**Looking ahead** - We have quite a few projects on the go! First of all, we will be present this coming week end alongside Wetwheels at this year's boat show. Hope to see many of you there!

We are also embarking in a new concept – we are meeting with the head of St. Clement Primary School as we are wanting to develop a project for children, abled and disabled to work together. More

## **DATES FOR YOUR DIARY**

May Club Night	- Friday 8th May - Wine tasting
French RT	- Thursday 14 <sup>th</sup> May – 18:30
Guernsey International Air Rally	- Hangar Party Saturday 20 <sup>th</sup> June
June Club Night	- Friday 5 <sup>th</sup> June – Quiz

## **AND FINALLY....**

I hope that you are all enjoying the glorious weather we are having. Whether, flying or socialising, I hope you will all continue to support what is becoming yet again a busy and friendly club!

*Looking forward to seeing you at the club!*

*Eveline*

[committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)