



Welcome to the
JERSEY AERO CLUB

August 2016 Newsletter

Allo...allo...meet Raoul and Jean-Emmanuel. Two young French men on a challenge...

and a bit of an adventure! With no phone, credit card or cash, they decided to hitchhike to Jersey from Paris with nothing more than a backpack each relying on friendliness and hospitality.



They made it to Barneville where a kind Jersey crew brought them by boat to Jersey. They then wondered if they could get a lift back to France by plane and made their way to the club via a friendly driver who dropped them at the club.

There, they made many friends who not only fed them but put them up for the night. Thank you Graham and Julien!

The weather then closed in and they spend 2 days at the club waiting...Raoul had some meetings in Paris on Thursday morning and so time was getting tight!

But on Wednesday afternoon, with blue skies all around, they did fly to Cherbourg where they were last seen disappearing into the sunshine...

Where are they now? Back in Paris we hope where they are both working in research - Jean-Emmanuel to develop a driver-less car and Raoul synthetic vision.



FOR SALE...



PA-32-300 Cherokee Six

Group aircraft - 1/10th share of GAVUZ available.

Regrettably having to sell due to loss of medical. A reliable six seater powered by a fuel-injected 300 hp version of the Lycoming 540 engine with a constant-speed prop. Group funds are solvent and there is a healthy engine fund. Immaculate condition inside and out. One of only a few aircraft hangared in Jersey.

£6000 offers considered.

Contact John Gardiner 07797850927 or
rav@lacachette.co.uk

News from the Flying Desk ... by James Evans

July was a brilliant month for flying, lots of club and private hours flown, and many light aircraft visited the club from both Europe and the uk. We have had 3 new ppl students begin training, 2 local and one from Denmark! As ever, if anyone has any questions about their licence or further qualifications, please feel free to pop in and see me at the club, there is no charge!

AOPA news...by Richard Hawkin



As many of you will know, there have been a few issues with the level of delivery service to Avgas customers in Jersey. A meeting was held on the 27th July with representatives of fuel supplier, ATF, Jersey Airport and AOPA CI. The current history of the situation was reviewed. It was concluded that the situation has been exacerbated by the withdrawal of a security check point which has caused delays and difficulties for ATF. ATF stated that its staffing level has not changed. They also stated that the recent "event" when fuel could not be delivered on stand 20 (as below) was caused by exceptional circumstances which it is hoped will not be repeated. It was also noted that there had been a lack of communication to GA pilots causing unrealistic expectations.

Looking ahead, the best solution would seem to be the provision of a small banded tank which would be placed at the aero club to supplement the bowser service. This would provide service both during and outside the normal bowser delivery hours. The involvement of the Jersey Aero Club is required and a meeting with them will be held to discuss the logistics.

It was also noted that communication could be improved between GA pilots and ATF. ATF have therefore committed to providing regular communications to advise of any operational changes.

In the meantime, here's a reminder of ATF's policy -

- Between the hours of 9:00-17:00 fuel orders are placed and the Aeroclub 'group' these together, so that ATF can attend and undertake several refuellings at the same time
- Outside of 9:00-17:00, aircraft are requested to taxi to Stand 20, where refuelling will take place.

Your story... Tales from the Aero Club bar, both involve Miles aircraft (a company long gone), they are absolutely true according to the tellers, but you make up your own mind...by *Mike Le Galle*

The new owner of the Miles Gemini had just picked up the aircraft from Headcorn airfield in Kent, it was his first aircraft with retractable undercarriage and his check out was, shall we say basic involving only a quick circuit with the previous owner. Nerveless, he liked the aircraft and saw how fast it was compared to his previous fixed gear Proctor. He paid the money for the aircraft to the previous owner in cash, with paperwork to follow in the post, and jumped on board to fly it back to home base about 45 minutes away to the west.



Weather was good with the sun just starting to lower in the west, no delay he thought as the grass field home base was daylight only.

Having started the two Gipsy Major engines, and without delay, he taxied out to the active runway, lined up and saw the steady green light from airfield control, throttle up on both engines and after bouncing along the grass he was airborne and on his way.

It all felt a little strange to him but concentrating on flying basics he climbed up to 1500ft, levelled off, and held a course for home. The aircraft felt great to him, such an improvement over the old Proctor, but he was disappointed in the airspeed as it seemed no faster than the Proctor. In no time at all home field came in sight, so after flying overhead at 1500ft he descended on the dead side to 800ft and entered the downwind to grass runway 26.



The words of the previous owner now came back to him “don’t forget to put the gear down” so after running through his old Proctor landing checks he moved the gear switch, there was an audible clunk, so great all seemed to work, that’s a relief. Turning onto final at 500ft and lining up with the runway all looked good, looking ahead he saw the airfield control hut and looked for the steady green cleared to land light, nothing, then at about 300ft on short finals he saw a red pyrotechnic flare, that’s not normal and it means do not land for the time being, he increased the power and started an overshoot, (go around), not forgetting to raise the gear he levelled back at 800ft and flew back to the downwind position.

Let’s try again he thought so landing checks completed, not forgetting to select the gear down, and back onto finals. Again at about 300ft the red pyrotechnic flare, so again an overshoot, selecting gear up once more and levelling at 800ft and returning to downwind



.This time he did an orbit downwind to think about what was wrong, the runway seemed clear the weather was good the only thing that now started to concern him was light, as evening was approaching and the sun was starting to set, well let’s give it another go.

As the previous two approaches landing checks and gear down completed, onto finals and you guessed it at 300ft another red pyrotechnic flare. Another the third overshoot, gear up and back to downwind.

This time downwind he was starting to be concerned, it was getting dark and he didn’t want to be flying his new aircraft for the first time in the dark. Light in the cockpit was low so he looked around to see if there was any lighting for the instruments, then he noticed it, a green light near the gear switch and the switch is pointing down, this must mean the gear is down, but I thought I had selected it up on the overshoot, let’s leave it in this position and try one last approach.

This time at 300ft a steady green light from airfield control, he continued and made his first solo landing in the Gemini, much like the Proctor he thought. After landing he turned left and after a short taxi to the parking area he shut down both engines, relieved to be safe on home ground.

Opening the door he saw the airfield control officer walking towards the aircraft, he said that each time the Gemini came onto finals he saw that the gear was up, so he fired the red fare to warn the pilot and stop the landing.

Now the "penny dropped" and what he had done became clear, how embarrassing and how foolish he felt, but a huge lesson had been learnt.

What had happened, well on the first take off from Headcorn with the stress of his first ever solo flight in the Gemini he had forgotten to raise the gear. That was why he thought the aircraft was flying slowly in the cruise, the gear was down.

On the first approach instead of selecting gear down, he had in fact selected gear up, and with not being familiar with the Gemini and the sun in the cockpit had not seen the red up light. After the overshoot instead of gear up he had believe it or not selected gear down and not seen the green down light.

This sequence went on for all three approaches and overshoots, and it was not until the onset of poor light with approaching evening that eventually he had seen the undercarriage lights and position of the gear switch.



Could this bar story be true, well I have no reason to think not, and several aviation morels spring to mind, if it can happen it will, there is no substitute to a good check out, and always expect the unexpected...**Now to the second story...**

The on duty club instructor received a call from a student who was on a solo navigation flight. He was safe but had landed in a field after having engine vibration.

The club instructor knew the field as they used it for actual forced landing practice. After finding an engineer and a few basic tools he loaded up the Miles Messenger and set off for the field with the intention of landing to see if a quick fix was possible.



On arrival overhead he saw the Auster parked in a corner of the field with the student waving at him. He positioned the Messenger onto short finals for the field the Auster was in, it looked a bit short but must be OK as the student in the Auster had landed, so must be OK for him and there was the student standing next to the Auster and still waving.

After landing and before a slow speed had been reached, the far hedge rapidly loomed at him, he tried to ground loop the Messenger to stop it but no luck and although slowing to almost a stop, the Messenger collided with the hedge. All on board were fine but the aircraft had serious damage.



As they both left the damaged aircraft the student ran up to them, why had they landed in this field? Well you did in the Auster? No the student said, did you not see me waving at you, I landed in the field just over the hedge, this one is to short, I pushed the Auster through the gap in the hedge to this field to stop cattle damaging the aircraft, just as you told me in training!!

Safe flying!

Social

**MULTI AWARD WINNER
JOHN DOUGLAS
LIVE AT
THE AERO CLUB OF JERSEY
12th August 2016, at 8.30pm**



Jersey born John Douglas started playing at the age of 15. He worked the local hotels for 5 years in the 90's.

John left Jersey in the late 90's to pursue a career in the UK which proved to be very fruitful. Fronting his own band he toured the UK and Europe with names such as Martina McBride, Mary duff, in fact too many to mention. John also worked many corporate gigs. He had a 12 week stint at the Windmill Theatre known then as Big Country.

In the late 90's John & his band returned to Jersey to perform many gigs on which he had rave reviews.

John has been a professional musician for 25 years, singing a variety of music including standard jazz, 50's music, country, etc.

He comes home to Jersey every year for a holiday and relaxation time with his family. This year under a lot of pressure he has relented to do a one off gig to satisfy his many fans in Jersey.

BBQ Cherbourg Airport...Saturday 27th August.

Your chance to not only enjoy Edith and Luc's now famous BBQ's but to renew old acquaintances and make new friends!

NEW...have you got yours yet?



If you don't, see Fatima or Nicos next time you are at the club.

DATES FOR YOUR DIARY...

Friday 12th August	Singer John Douglas live
Saturday 27th August	BBQ at Cherbourg
Friday 2nd September	Club night
Thursday 8th September	Jersey International Air Display
Saturday 24th -Sunday 25th Sept	Alderney Air Race
Saturday 1st October	Helping Wings day for Young Children
Wednesday 5th October	JAC AGM
Friday 7th October	Club night
Friday 4th November	Club night
Friday 2nd December	Club night
Saturday 10th - Sunday 11th Dec	Dinan Christmas club trip

Plane Spotter's Corner ... from Bob Sauvary's collection



8th July 2016

F-PIMS

Dyn-Aero MCR4S 2002

18th July 2016

F-PZAM

Dyn-Aero MCR-01



21st July 2016

EI-FAD

Van's RV-7A



23rd July 2016

G- ISBY Westland
Aircraft built
Supermarine 349
Spitfire 5C



News from



SALE.....

We will be holding a Helping Wings sale on Saturday 10th September from 9am downstairs at the Jersey Aero Club.

Hopefully, many of you will come to the club to watch the Red Arrows departing and pay us a visit.

ALL proceeds to Helping Wings.

If you want to donate any items for the sale, send us an email on hello@helpingwingsjersey.org

and finally... I've requested another tower visit with ATC and am waiting to hear from them. I have 3 members on the list but they can cope with more. So, if you are interested, drop me a quick email.

If you have anything you would like published, please send it to my email with any photos sent separately.

Eveline

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