



Welcome to the
JERSEY AERO CLUB

November 2016 Newsletter

Annual General Meeting...

The AGM was held on Wednesday 2nd November and the committee for the forthcoming year was elected as follows:

Chairman	Jim Buckley
Treasurer	Chris Brook
Secretary	Cristin Bouchet (handed in his resignation at the meeting)

6 committee members:

Martin Willing

Peter Coe

David Jandron

Geoff Hill

Sandra Carroll

Eveline Hawkin

Please feel free to contact the committee at any time on committee@jerseyaeroclub.com

(as we need to change the recipients of the above address, please give us a few days before emailing us.

We will be holding our first meeting on Monday 7th November and will then advise everyone who will be the secretary and which role will go to which committee member.

Your story... Boeing 737-800 Flight Simulator Experience

by Paul Ruderham

Last Christmas I was very lucky to have received a gift of a Flight Simulator experience at Shoreham Airport.

The plan was to fly to Shoreham and fly back the same day, but after changing the booking several times due to the weather, the day eventually dawned and at 14.30 Sunday 9th October I found myself sitting in the Captains seat of the Boeing 737-800.

The first thing that struck me is how small it is on the flight deck. When sitting in the Captains seat everything is within easy reach on the overhead panel as are the instruments and switches in front of you.

Once settled in the seat Shahid my training Captain briefed me on the layout and we discussed what would I would like to do.

I decided to get the feel of the aeroplane controls first with a departure from LGW runway 08, climb out and carry out a touch and go at Southend

I was shown how to programme the FMC and all the speeds for V1, etc were displayed and set. Take off was quite easy with a slight push forward to test the power then push the toga switch on the side of the throttles to set take off power.

Guiding the aircraft with the rudder pedals was easy enough with Shahid calling out the speeds and then rotate. 15 degrees of climb and we were leaving Gatwick behind eventually levelling off at 6000' (Scenery is amazingly real) A tricky bit is to get the flight director magenta lines to meet perfectly in the middle to enable the autopilot. Once on autopilot I was given headings to fly following the magenta heading on the display. The 737 is totally different to handle than a Cherokee!! When I was hands on the inertia makes the plane slow to respond and took me a while to get used to it, also it's very heavy when not trimmed so there is a very handy push pull switch on the yoke for trimming.



Ready to roll at LGW RWY 08

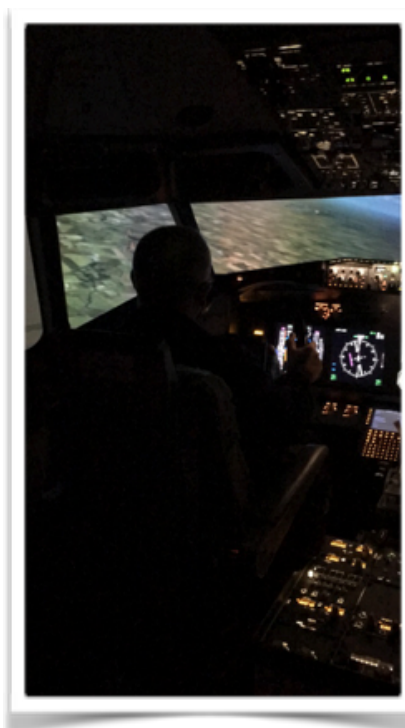
Approaching Southend airport I was off centre on the approach, but managed to get it lined up only to flare too much on the yoke which ballooned the 737 so I initiated a go around successfully with Shahid responding to my decision immediately raising the gear and flaps accordingly. No auto throttle on this approach Shahid told me to try the power manually which is not easy.

The 737 is very sensitive in the flare and only needs a slight pull back. Basically you fly it right down to 20ft, pull the power to idle, flare gently and it lands perfectly.

So flying onwards to Stansted Airport and I was put in the deep end with a full ILS Approach consulting the approach plates and looking at approach course, decision height etc. All this is programmed into the system and it's merely a case of flying the approach inputting the headings and approach course and the aeroplane responds accordingly. Once stabilized on the approach I disconnected the autopilot with two clicks on the yoke and flew her down for a very nice landing with Shahid calling out gear down, flaps, landing checklist etc.

Turning on to the localiser for Stansted

I must say that having an IRR was very handy as I found myself during the session hand flying the 737 through cloud doing steep turns onto the approach course and having to concentrate very hard as the display gives you the speeds, height, Flight Director which needs to be kept centre and the localiser and glideslope bugs, plus scanning all the time.



So an hour had passed by already and half hour was left. I decided to do a night approach into the old Kai Tak airport. Shahid suggested we take off from the new Hong Kong airport climb to not above 1500' and do the checker board approach.

So once Shahid had re-programmed the Sim I found myself sitting at the holding point at Hong Kong airport ready to go. To taxi on to the runway one does not use the rudder pedals, it is a handle by your left leg which swings side to side and it is MEGA!! sensitive.

I was all over the place before I got the hang of it!! Shahid said it's because the nose wheel is behind me making it react as it does.

Full power and away into the black night straight onto instruments as no outside reference. No autopilot for this one, I think Shahid was testing my night flying skills.

(Thanks Simon Harman)

Level off at 1500' and fly to the harbour. Pick out a band of white lights just behind the harbour, fly to that then right turn to another set which leads you on to the approach lights with a very steep curve to the right. Banking the 737 hard over was awesome and the runway suddenly came into view. It surprised me as it came upon us very quickly and I had not turned quickly enough. This needs a very steep turn over the city with lots of power! I adjusted and just lined her up in time to flare and land right of the centre line. Phew! It all happened so quickly.



Lining up at Hong Kong ready to take off into the dark.

It must have been something to bank a 747 and descend over the buildings!

My time was nearly over so a quick re-programme and it was a bad weather approach into good old familiar territory EGJJ

Full ILS to R26 with cloud base at 800', once again approach plates were consulted and we discussed the approach and programmed the landing speeds flap speeds ETC.

Landing was 136kts with full auto brakes and full flaps.

Downwind on the approach using auto throttle and hand flying banking hard right to intercept the approach course and localiser I was diving as I turned so had to really pull hard to keep the nose up. Doing this in cloud and rain watching the flight director and scanning was very intense. Only at 2000' there is no room for error.

Established nicely on the glide-slope, the runway loomed out the mist and I disconnected the auto throttle and flew her down for a numbers landing and a long roll out. The toe brakes on the sim were not working properly so I had no manual braking. Shahid was using the parking brake to slow up, we just made it and I taxied to the stand if somewhat zig zagging due to the very sensitive nose wheel steering.

That was the end of my session which only seemed like 20 minutes instead of an hour and a half.

It certainly has given me an insight into the world of commercial flying and how precise and highly trained the pilots who fly these amazing aircraft are.

Thank you to Pauline and my mum who bought this for me, a fantastic experience which I shall never forget.



Next month's story...REMEMBERING THE PILOTS & PLANES THAT SAVED THE WORLD!...by Philip Surgess

DATES FOR YOUR DIARY...

Friday 2nd December

Club night

Saturday 10th December

Dinan Christmas club trip

Reminder... Although the Dinan club trip is now a day trip, quite a few people have decided to stay over on the Saturday night and even on the Friday night.

Quite a few of us have already booked the Mercure - www.mercure.com Their rates are very competitive and as it's in a lovely situation, we thought it might make a change from the Ibis.

It would be great to all join in together for the evening meal on the Saturday night. Please email me on evelinehawkin@gmail.com if you wish to be included in the group.

PLANE SPOTTER'S CORNER ... By Bob Sauvary



EI-BCJ Aeromere FL8 Falco III

F-BNYC Sud Aviation built Gardan





G-ARFB Piper PA22-150 Caribbean

G-BFGH Reims Aviation S.A. assembled Cessna F337G Super skymaster



G-BKGM Beech D18S

G-IJJC Midget Mustang



News from...



Quiet month so far but we are honoured that H.E. The Lieutenant Governor Sir John McColl and Lady McColl will be with us on Wednesday 9th November for the presentation of our first scholarship for the disabled. So, if you are free, join us for a glass of wine at the club. H.E is arriving at 18:00 and so, we would like everyone to be there no later than 18:00 please.

Should you be interested in either flying for us or simply getting involved in our HW days, please contact us on hello@helpingwingsjersey.org

ATC presentation...

Les Smallwood and Richard Price made a very interesting presentation recently at the club. If you were unable to attend, here is the link to the presentation <http://www.cicz.co.uk/ae/>

I am starting another list for visits to the tower. Please contact me if you are interested.

and finally...

I am looking forward to receiving some of your stories and of course anything you would like published in the newsletter, please address them to evelinehawkin@gmail.com sending the pictures separately.

See you all at the club!

Eveline