



Welcome to the
JERSEY AERO CLUB

January 2016 Newsletter

Hopefully, you will all have had an excellent Christmas and are looking forward to lots of exciting flying trips this coming year.

Everyone will be aware that the kitchen has been closed for some time now but I believe the cleaning has now been completed. Fatima and Nikos have been holding the fort and are offering freshly homemade soup and sandwiches.

FLYING DESK NEWS ... By James Evans

Happy New Year to everyone from the Flying Department! Flying has been very quiet over the Christmas and New Year holidays due mainly to the terrible weather, hopefully things will improve as January rolls on....

The first event of the year will be the Spot Landing Competition, held on 21 February. Booking and competition details will follow shortly via email and social media, keep the date free in your diary.

Blast from the past...Vin Cadigan spotted G-JACA spotted at Denham recently



Latest on Cherbourg - Edith and Luc will re-open on January 14th and are looking forward to seeing you all!

ATC, with all it entails, is now AFIS only (and not at all times)...so check your NOTAMS. You may have to practise your French at times!

...which reminds me that I should hopefully be able to do the French RT session in February.

SOCIAL NEWS

The club trip to Dinan was yet again a huge success. Thanks to James for such a brilliant organisation!

A record attendance...13 aircraft took part with one just going for the day - a total 46 people !

Once again, we were very lucky with the weather and everyone made it. Some pilots decided to leave their aircraft in Dinard and drive to Dinan whilst the majority wanted the excitement of landing in a new/small airfield.

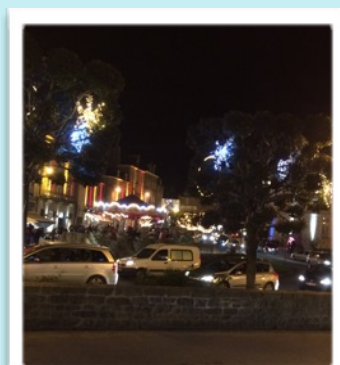
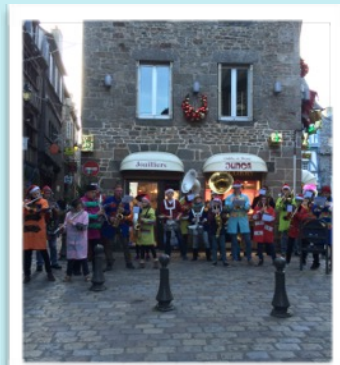
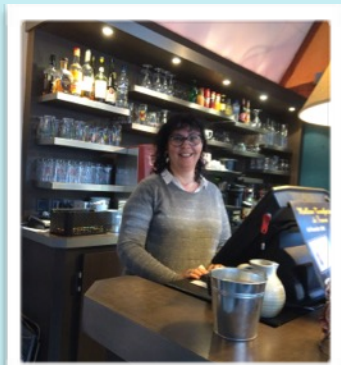
Many thanks to Sean Morvan and John Gardiner for providing "the taxi service"!

After checking in, everyone seemed to make their way towards the Jerzual , the old street leading to the harbour and took many pictures of the beautifully preserved medieval houses where we managed to all get served by a very friendly lady and her team at the crêperie "La Fontaine du Jerzual"

Everyone then enjoyed strolling around the beautiful town of Dinan and we even got entertained by a very lively band!

Le 1 de la Place was the selected restaurant for the evening where we enjoyed a very pleasant evening.

Next day, after breakfast, everyone, after a bit of shopping of course, slowly made their way back home via Dinard for customs clearance.



NEWS FROM **helping**wings

Helping Wings's had its first Christmas Tree in St Peter's church for their annual Christmas Tree Festival. Nearly 100 trees illuminated the church and it really was a wonderful sight. All the decorations were drawn by our young flyers at our October's day.

By coincidence, James and Caroline Evans had set up Olly's tree next to ours!



If you want to support Olly, go to www.peasandglove.co.uk

2016 Flying Scholarship for the disabled

We are about to launch this year's scholarship for the disabled. For the fourth year running, Ports of Jersey are sponsoring Helping Wings and the lucky winner will receive £2000 of flying training with the club.

The application form will be available shortly on our website www.helpingwingsjersey.org . If you are aware of anyone who would benefit from the scholarship, please ask them to contact us at hello@helpingwingsjersey.org

YOUR STORY... The Beaver, into the Wild ... by Mike Le Galle

The first you hear is a slight growl that disturbs the calm air over the lake as it approaches, the sound grew louder and quickly went from an aural hallucination to something real, the tell-tale roar of the De Havilland Beaver's radial engine imposing upon the wilderness calm of Moose Lake. Anyone who has spent time in the Alaska wilderness is intimately familiar with the



It came into sight low over the Sitka spruce trees of the temperate rain forest surrounding the lake the familiar shape of the Mk1 Beaver, 9 cylinders and 450hp making that unmistakable sound. I pondered this legendary aircraft as it roared above Moose Lake, circled at the far end then touched down on the water as gently as a feather falling on snow.

They call the Beaver the Massey Ferguson farm tractor of the sky and was instrumental in opening up remote areas of the Alaskan wilderness.



The cockpit is fitting for a post-World War II vintage aircraft somewhat weathered looking with all controls worn and well used. External pilot inspections are limited to a visual look at what you can see, keep in mind the best advice when flying the Beaver on floats is, *and don't get wet.*

Set the mags on both ensure the internal oil dip stick cover is secured, throttle set just open, pitch fully fine and a last check that the water rudder is down, then push off from the pontoon pointing the nose out to open water.

Jump on board via the front pilot's door and without any delay hit the start button, idle power is sufficient to move slowly forward and now it's vital to remember you have no brakes so straight on to rudder control to steer via the water rudder and taxi out into the lake towards your take off point selecting take off flaps.



Line up picking a point ahead in the Sitka spruce trees and as best you can check the water surface ahead is clear of floating logs or debris, all looks OK, let's go. Ease up the power to 1200rpm keep it straight, as we accelerate a quick check of the mags and cycle the pitch once to get hot oil in the system, still good, so ease the throttle to full power and raise the water rudder as the aircraft rudder is now good. The aircraft is slow to accelerate and the noise is incredible with heavy vibration, we are still not on the step so keep the elevators back, and then you sense the aircraft is on the step and almost ready to fly, there is no need to look at the airspeed it feels ready to fly, so ease the stick back to leave the water surface, it's still noisy and vibrating but the buffeting from the water stops.



Hold it level for a moment to accelerate to 65mph for the climb then raise the nose, throttle and pitch back into the climb settings, at 300ft start the turn onto downwind and level at 600ft over the trees. Keep it close to the lake as the terrain either side rises steeply to 6000ft. It's important to check the lake surface, not only for debris but also wake from boats or other aircraft, there is our own wake visible, so pick a landing point that looks the smoothest.

Turn onto base and finals making it a curved continuous turn and bring the power back, select the flap control lever to down and pump the flap lever three times to set landing flap gradually reducing the speed, make sure the water rudder is up. There is no threshold or runway as such so aim for the best smoothest water surface for the touchdown point.

Now the tricky bit, with the airspeed reducing below 60mph aim to fly level just above the water surface, hold the nose attitude just above the horizon and wait, the mooring rope that is left attached for flight may sometimes help as you sense it hitting the water. Immediately as the floats hit the water surface vibration and buffeting start, keep the elevators back and the aircraft rapidly slows, as it slows lower the water rudder before the aircraft rudder becomes ineffective.

As you steer towards the mooring pontoon another tricky bit comes up, you have no brakes and no reverse pitch so you need to judge your speed, keep it slow, and assess the direction you are drifting in order to arrive alongside the pontoon just about stopped. Idle engine power keeps you moving forward so it's vital to turn off the engine before you arrive in order to slow and stop.



The Beaver has a storied history. The first one rolled out of an Ontario manufacturing plant after being test flown in 1947 by World War II flying ace Russell Bannock in the skies over Downsview. Two decades later in 1967, construction no 1657 the last Beaver ever built, took to the skies. However, this robust, powerful, and rugged little aircraft has left an enduring impact on Alaskan life and aviation, and elsewhere in the world. A majority of them are still flying today.

When De Havilland engineers put pencils to draft paper and set out to design the aircraft, the newly appointed director of sales, legendary bush pilot Punch Dickins, turned to fellow bush pilots who earned their livings flying and working in remote regions, often under difficult weather conditions. The question was simple: if they could build their dream bush plane, what would it look like? Overwhelmingly, the responses were consistent: bush pilots wanted a powerful aircraft with plenty of luggage space and short take-off and landing capability, or STOL.

When the engineers responded that such design parameters would make for disappointingly sluggish aircraft, one pilot famously countered that with: 'You only have to be faster than a dog sled'

It's an apt metaphor. The Beaver is like the dog sled of the sky, hardworking and resilient.

Next Month... Sandown Airport and My First Solo ...by Gary Phillips

2016 DATES FOR YOUR DIARY

Club Night Friday 5th February from 19:00

Spot Landing Competition Sunday 21st February

FOUND...

A pair of sunglasses was handed at the desk a couple of days ago....lost yours? Give the desk a call on 743990

PLANE SPOTTER'S CORNER ... By Bob Sauvary



G-VROE (WD413)
Avro 652A Anson
7 may 2005



G-BXER (XL954)
Percival P66 Pembroke
10 July 2005



G-AGTM
DH89A Dragon Rapide
7 May 2005



G-APLO (WD379)
DHC1 Chipmunk
21 August 2005

Bob believes that all the above planes were connected to Michael Collett at the time.

and finally...

A fun picture of Giulia and Sadb Marrani during their recent visit to the control tower!

Again many thanks to John Le Ruez for organising two more visits.

See you at the club!

Eveline

