



# Welcome to the **JERSEY AERO CLUB**

## January 2017 Newsletter

*Happy New Year...*

*Hoping that 2017 is a very successful year for the club.*

*Chairman, Jim Buckley enjoying the traditional Boxing Day vintage car island drive ...makes a change from flying!*



### News from the Flying Desk ... from James Evans

Happy New Year to you all, and congratulations to Stewart Giles who achieved first solo on one of the few flyable days before Christmas. Luckily for Stewart there were at least 2 more flyable days in December and he managed to go solo on both of those too!

As many of you will have spotted by now, the building works for the new flying office and club room are complete, there are just some final snags to be ironed out and fire Inspection Approval to be granted before we move operations into the new quarters hopefully early next week.

### Social News...

**Dinan Christmas Trip....** Another great trip with crews from Wellesbourne and Guernsey Aeroclubs joining us. On Saturday morning, the weather in Dinard was really beautiful but fog in Dinan stopped some aircraft landing there. Fortunately, everyone made it, one way or another ! After the traditional lunch of pancakes and cider, we spent a relaxing afternoon strolling the lovely medieval town.

Having re-grouped for dinner, we made our way to the Saint Louis where we enjoyed a superb meal.

*Everyone looking very relaxed at the Saint Louis*



This year, most of us stayed at the Mercure Hotel by the river which looked rather festive with a number of boats masts illuminated with Christmas lights.



The river by night.



Sunday started quite relaxed taking time to enjoy the old town whilst being aware that fog in Jersey would delay our departure. On arrival in Dinard, the waiting game started but having found out that another aircraft had just landed in Jersey, 2 pilots decided to make a go of it.

It soon became apparent that the previous, and only light aircraft to land that day had been very lucky with a very short lived improvement in the weather. And so, we started to hold....and hold....until 40 minutes or so later, seeing the fog slowly creeping up towards Guernsey, we decided to divert there.

#### Holding over Jersey...not a welcome sight!

After a few hours hanging around the airport, we decided to call it a day. We were then joined by Dave Jandron who had also been caught by the weather.

We all stayed at Le Friquet which proved not only a lovely hotel but had an excellent restaurant. So, it was party time again and we were delighted that Marc and Nigel from the Guernsey Aeroclub joined us for dinner.

Not everyone was so lucky as quite a few people decided to abandon their planes either in Dinard or Dinan and get back by Condor. It took till Wednesday for all aircraft to get back to Jersey! We are already planning the 2017 Christmas trip...*Coming?*

**Birthday celebration...** 31st December was celebrated in style by Mike Owen, his family and friends for the occasion of his 60th birthday.

Having enjoyed a lovely buffet, everyone sang "Happy birthday" whilst Mike cut his cake.



Unfortunately, as is usual these days with everyone so spread out in the world, not everyone invited could be present but they were there more than in spirit as they delivered their birthday messages via a video film.

Mike of course is a very well know and respected club member. He did some of his flying training at the club with his friend Tony Cleworth. He also became an instructor and was CFI between 2000 & 2002.

### **Hot news from the kitchen...**

Hopefully, starting very shortly, we will be offering a limited selection of ready prepared meals.

This is very much on a trial basis as the committee is looking at viable ways to re-introduce catering.

So, come up and try what's on offer and let us have your thoughts.

## Your story...forwarded by Philip Sturgess

### REMEMBERING THE PILOTS & PLANES THAT SAVED THE WORLD!

There are a lot of wonderful pictures here, especially some with the old pilots near the end. so many of us remember WW2 as starting at Pearl Harbour in Dec of 41. Well the Brits had been fighting since Aug of 39. One of Sir Winston's most memorable statements is: "Never in the field of human conflict. have so many owed so much to so few". The only thing missing from these pictures and words, is the wonderful sounds of all those Rolls Royce -Merlin engines!

### REMEMBERING BRITAIN'S 75th ANNIVERSARY

The skies above southern Britain echoed to the sound of massed Spitfires and Hurricanes today as the iconic aircraft took to the skies over south-east England to commemorate 75 years since the heaviest day of fighting during the Battle of Britain. The famous planes patrolled the skies once again after what was known as The Hardest Day, when the Luftwaffe launched a major offensive in a bid to wipe out RAF fighter command and achieve aerial superiority over the Channel. Just 600 RAF and Fleet Air Arm air crew managed to fly 927 sorties in an effort to stop 2,200 Germans who flew 850 missions on August 18, 1940. By nightfall, the RAF and Fleet Air Arm had lost 68 aircraft, with 31 shot down during air-to-air combat, while the Germans had 69 aircraft destroyed or written off. The act of defiance, while incredibly costly to the RAF, was not the decisive blow intended by Hitler, which would have allowed him to launch Operation Sealion, the invasion of Britain.

Earlier today, 18 Spitfires and five Hurricanes took off from Biggin Hill and patrolled the south coast of England, a quarter-of-a-century since The Hardest Day.



These special two-seat Spitfires were among the veteran aircraft to take part in today's magnificent commemoration

These three Spitfires patrolled the skies over the south coast 75 years to the day when the Nazi's tried to wipe out RAF Fighter Command





While the Spitfire was the schoolboy favourite, the Hurricane, pictured, was more influential during the Battle of Britain.

The World War II Spitfire looks every inch as majestic as it did almost 80 years ago, when it was key to saving Britain from invasion



The perfectly restored planes looked as iconic as ever as they flew together in memory of all those who lost their lives in the battle

The Luftwaffe wanted to wipe out Britain's air defences 75 years ago today in an effort to launch Operation Sealion



## THE BATTLE OF BRITAIN: WHEN THE MANY WERE SAVED BY THE BRAVERY OF THE FEW.

During the summer of 1940, the skies over the south of England became a battle ground as the Luftwaffe launched a war of attrition with the RAF.

The Luftwaffe began by attacking coastal shipping and dive-bombing ports, but in August, the Germans switched their tactics towards targeting the RAF directly.

Hermann Goering predicted that he could destroy the RAF within four days if he had clear weather and started pounding air strips across the south of England.

From August 13, the Germans sent a mixture of light, medium and dive bombers protected by fighters to attack the RAF. Fighter command responded by sending their force of Hurricanes after the bombers, while the Spitfires were ordered to patrol higher and engage the Luftwaffe's fighters.

On The Hardest Day, the Luftwaffe had assembled 2,200 aircrew and launched 850 missions against targets in the south of England.

Earlier in the Battle of Britain, the Luftwaffe launched attacks from Norway targeting the north east of England, in an effort to divide the RAF's resources.

On August 18, the Germans launched three major strikes during the day, looking to destroy the airfields at Kenley, Biggin Hill, Gosport, Ford, Thorney Island, Hornchurch and North Weald.

Following the raids on August 18, the RAF and Fleet Air Arm had lost 68 aircraft with the Germans losing 69.

Over the course of the summer, the RAF lost 1,012 aircraft and 537 crew compared with



Pilots during the Battle of Britain had to race to their planes, sometimes several times a day, in order to get airborne in time



The RAF launched more than 920 sorties on August 18, 1940 in what was the bloodiest day of the Battle



Just 600 RAF crew were involved in more than 900 missions on that one day when more than 130 British and German aircraft were lost

Seventy-five years on and the date is still remembered as Britain's 'hardest day', as more aircraft losses were recorded by both the RAF and the German air force than at any other single time during the arduous air battle.

In hoping to bomb Britain to submission, Germany flew 850 sorties involving 2200 aircrew. The RAF retaliated by sending 927 out in response.

A total of 18 Spitfires and six Hurricanes took to the skies over Biggin Hill to mark the 75th anniversary of the Battle of Britain's Hardest Day



The ancient Spitfire aircraft show that they are more than still capable in the skies, taking on this huge Qantas Airbus A380 - or so it would appear



Today marks exactly three-quarters of a century to the day since the airfield - and other South East military bases - were targeted by the German

Flames roar from the exhaust of a stunning, remodelled Hurricane as it's engine is started before it takes off into the air





Dozens of Hurricanes and Spitfires lie parked with their noses to the sky as they await take off in today's ceremonial flypast

Today's commemoration saw 18 Spitfires and six Hurricanes - blasting the roar of their famous Rolls-Royce Merlin engines - cut through the skies, watched on by thousands of supporters and veterans from the ground.

The 24 aircraft scrambled before forming up into three flights, with one flying west over Surrey, West Sussex, Portsmouth and the Isle of Wight, a second flying east over the former RAF bases in Kent and the third going south east over Sevenoaks and Ashford to make a special salute over the Battle of Britain Memorial at Capel-Le-Ferne on the white cliffs of Dover.

They then returned to Biggin Hill for several fly pasts, before a lone Spitfire performed a victory roll over the crowd and runway.



The famous planes whizzed through the air in memory of all those who lost their lives throughout the lengthy summer fight to stop the Nazis from invading

Will Curtis, managing director of Biggin Hill Airport, himself a modern day Spitfire pilot, said: 'It's great isn't it. This is probably the largest number of Rolls-Royce Merlin engines run on this airport since the Second World War, so it is a great privilege to see such a large number of aircraft airborne at once.'

He added that Spitfire remained an 'iconic aircraft', saying: 'The remarkable thing is that today it is still a joy to fly.'

'If you think about how an 80-year-old car would feel

today to drive, it is a real credit to [Spitfire designer] RJ Mitchell that to fly the Spitfire today, it is as finely tuned and as well-balanced, if not better balanced, than a modern aircraft.'



Smoke billows from the exhaust of this Spitfire as its engine is ignited in preparation for flying high over Great Britain once more.

The Spitfires, Hurricanes and a lone P-51 Mustang fighter paid their respects to 'the few', the pilots who took to the sky, as well as the engineers and other ground crews who kept them in the fight against the Luftwaffe.

Only 15 Hurricanes and 45 Spitfires are currently capable of still flying, but another 25 Spitfires are restoration.



Spectators on the ground could follow the course of the battle by watching the vapour trails, pictured, from a patrol of Spitfires



Some of the aircraft, such as this Messerschmitt were destroyed only yards away from iconic locations in London, pictured



With his medals worn proudly on chest, Battle of Britain Hurricane pilot veteran Tony Pickering and his wife Chris walk around one of the planes ahead of today's flypast



An engineer ensures that one of the Hurricane planes is ready for take-off. In total, 24 restored aircraft joined in today's commemoration

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



G-AKUW - Cislea Super Ace Kemble - 2/7/05



G-AOTK - Druine D5 Turbi Kemble - 2/7/05



G-ASXX - NX611 Avro Lancaster East Kirby 3/4/11



D-EWND - Zlin Z.42MU 10/8/06



D-EGWZ - Gyroflug SCO1B-160 Canard 15/5/04

## DATES FOR YOUR DIARY...

**Friday 3rd February** - Club night... Keys don't float by Bryan Pill

**Thursday 16th February** - Talk by Gus Patterson, C.I Director of Civil Aviation  
(Time t.b.a)

**Reminder** - 1st Friday of every month is club night. The bar hours are extended to 22:00 (last order 21:45)

If you have any ideas regarding club night, do contact us on [committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)

### *and finally...*

*Car park - We were contacted by the police recently and advised to have our WIFI network protected as unfortunately, they had identified somebody downloading illegal content.. So, we are now password protected but the desk staff will give you the password on request.*

*Despite reminders, some cars are being parked long term. Please remember that the car park is for club member's use only on club business. Long term parking whilst on non club trips or for any other reason is not acceptable.*

Remember to let me have anything you want to publish by email at [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com) sending pictures separately if possible. Thank you.

See you at the club,

Eveline