



Welcome to the **JERSEY AERO CLUB**

March 2017 Newsletter

Welcome to the March newsletter. As the weather has done it's utmost to keep us all indoors, we felt it was time to make the club more welcoming.

Thanks to Lois who suggested and researched the very stylish furniture in the club house. Hopefully, you will all agree we now have a "proper" club room in which we can all relax!



News from the flying desk... from James Evans

Unfortunately the weather has been consistently fairly awful throughout February but hopefully things will improve with March and springtime. With that in mind, there are still a few spaces available for the spot landing competition on Sunday 5 March, please give flight ops a call to book your slot. Each slot is 30 minutes and you will have 2 attempts at a glide approach to land as close as you can to a fixed point on the runway. Students and first time entrants are most welcome, as are owners of private aircraft. Full briefings will be given!

An interesting visitor during February, an RAF Airbus A400.



More flying news...from Robert Milroy.

Cirrus pilot proficiency course



The first ever Cirrus CPPP Course being held in Guernsey is between June 30-July 2 2017. Accommodation is reserved at the Cobo Bay Hotel and most of the classes are to be held at the Guernsey Aero Club and ASG. If you are interested to attend, check the details below:

Date and Place

The CPPP starts on Friday, June 30, 2017, with arrivals at the Guernsey airport, EGJB, and with an informal dinner at the airport. The CPPP will end on Sunday July 2, 2017, at around 4pm.

Attendees are welcome to arrive earlier or leave later.

Website

We now have a website active which describes the event in detail. There are some small points which probably need to be changed or added, but the general overview is there. Please go here:

<https://www.regonline.com/builder/site/default.aspx?EventID=1931527>

You can reach that website also automatically if you go to the COPA main page, cirruspilots.org , and look for the Safety and Training events in the right column. You need to go to page 2, since it is still a while until June. ""

Social News...

Two excellent and very well attended evenings at the club recently -

A visit from Bryan Pill, from Mission Aviation Fellowship, with whom we spent a fascinating evening travelling the world in their floatplanes and not only learning about the good work MAF does around the globe, but enjoying Bryan's contagious passion for what he does.

Followed a couple of weeks later by another very informative and entertaining talk given by Gus Paterson, Director of Civil Aviation for the Channel Islands. Again, lots to learn there especially when rules and regulations have a habit of constantly changing.

Your story...Confessions of a rookie second officer -3, by Willy Weber.

(Another in a never-ending series)

Boring prologue.

News since last confession - promotion from S/O to A/F/O (Acting First Officer) in spite of earlier indiscretions too numerous to mention. Big deal - no increase in pay. A year or so later - to F/O for real this time, with a bit more money. Then a change of base, JER to LGW and type, VC8 to B707. After a year of this, more promotion to S/F/O (Supervisory First Officer).

Early seventies and the Company (a wholly owned subsidiary of BEA - and the only bit of it showing a profit) was expanding. Our faithful workhorse, the DH 106 Comet was being phased out and more 707s were arriving, leading to a big crew training programme. The only simulator we had access to was next to useless, so most of the training was done on a real aeroplane. Hooray, I hear you say!



Read on McDuff

The job - an 1179 type base training detail for three super guys off the DH106 fleet. All very experienced and we shall call them Tom, Dick and Harry. In overall charge was a Senior Training Captain who we shall call Freddie. To assist us we had an unlicensed engineer from the Indian sub-continent who was bright as a button and a mine of information on all things DH106. He was known throughout our small company with the nick-name 'Soapy'.

The place - Prestwick, Scotland (PIK) - no handling or engineering coverage.

The aeroplane - a B707-400 series on the UK register as G-APFO. Rolls-Royce Conway powered. Smelling of new paint, straight off a major check, it was configured in an unusual layout of 189Y - all tourist, 31 inch seat-pitch. More room than the airlines give us today! This aeroplane also enjoyed a nick-name but we had better not dwell on that.

Our generous boss had organised the very minimum of support equipment. One rusty set of engineering steps and a clapped out 'Houchin' compressor on wheels which was supposed to supply us with enough puff to kick-start the Conways, plus 115 Volts AC at 60 cycles. It did neither very well. However, he (the boss) was not all bad and we had a big catering pack in the fridge with lots of high quality stuff to eat and drink.

On the initial walk-around with the trainees we were surprised to find something unfamiliar lurking in the forward baggage hold. It turned out to be a brand new, state of the art AC Delco 'Carousel IV' inertial navigation platform. None of us had seen one of these before but all thoughts of firing it up as a new toy to play with evaporated when the only instructions we could find were headed 'Air France' (and all in French!) Plus the fact that the shiny new CDU up in the cockpit had a big 'INOP' sticker on it. Never mind.

Soapy sorted out the fuelling - full wings, center wing tank empty - about 40 tonnes of the finest Scottish Jet A1, plenty enough for a four-hour detail. Freddie and I briefed the trainees, including a comprehensive talk about the flight engineer's panel. All co-pilots had to be qualified to operate 'on the panel' and captains were required to have a 'good working knowledge'. Unlike the Europeans, most US carriers operated their 707s this way.

It was a fine clear spring morning, southerly at 15 knots. R/W 13 in use. What could possibly go wrong?

'Start engines please' - normally in sequence 3,4,2,1.

Soapy coaxed the old Houchin up to max revs with a big smile (on Soapy, not the Houchin!) Clouds of diesel smoke and just sufficient puff to spin #3 fast enough to open the HP cock. Then a juggling act to bring the Conway up to idling speed before the EGT went off the clock. A big BANG followed and Soapy disappeared in an even bigger cloud of smoke as the electrics died. He came onto the intercom:

'Sorry Captain - no more puff today'. Oh dear.

'Never mind - number 3 is stable, we'll cross-start the others. Please remove Houchin and come and join us'. Long pause, then:

'Sorry Captain - I cannot move the Houchin. Please can someone come down and help push'.

Those familiar with Boeings will know about the 'Lower 41'. It is a sort of 'hell hole' under the cockpit where the twin nose-wheels are stowed when retracted and lots of avionic bits lurk. A trap-door in the cockpit floor provides access but not for fat people! There is another further down in the pressure hull. A short jump through this one and you are out on the tarmac just behind the nose-wheels.

The heavy Houchin with small wheels on pot-holed tarmac needed serious pushing. Back up through the Lower 41 for the two of us, panting a bit.

A 'cross-start' on 4, 2 and 1 followed - not in the training syllabus for the day but excellent experience never the less.

Off we blasted, Tom in the left seat hanging on to the stick, Freddie in the right. Harry perched on the jump-seat and Dick on the panel with me hovering over him. Soapy back in row one scoffing the sandwiches.

First items to cover - the mid-level stuff. Climb to FL150 with the trainee throwing it around a bit. Then the concentration is on the fore and aft axis.

Those familiar with the 707 will know that (unlike the Tiger Moth) they have four ailerons. None of them are power assisted. An ingeniously simple feature is designed into the system to keep the outboard ones stowed out of use unless the flaps are away from the 'up' position. But that's another story.

Under certain flight conditions these ailerons need the help of hydraulically powered spoilers. Like on most aeroplanes, left hand down a bit on the spectacles gives some 'up' aileron on the left wing. Assuming the hydraulics are powered up, a bit more down and the spoilers on the left wing wake up, eager to assist. Right hand down does something similar to the right wing.

I hope you are paying attention at the back - there will be a little test later...

Training exercise # one is to demonstrate rates of roll with and without spoiler assistance. Trim out at about 240 knots, clean machine.

1. Roll 30 degrees to the left, keeping straight with rudder.
2. Apply FULL right aileron and start stopwatch.
3. At 30 degrees right wing down, stop stopwatch. Note time taken.

Repeat this manoeuvre with spoilers switched off. Note huge time difference!

Training exercise # two is to demonstrate the dreaded 'Dutch Roll'. This was one of the less endearing characteristics of early swept wing hairyplanes, including the B707. Some early US designed fighters have been known to bite their drivers so hard with this problem that 'Stencil Boosted Evacuations' have occurred, ruining everyone's day (I may be wrong but I don't think Martin Baker was involved much over there in those days).

Still trimmed at 240 knots, switch off the 'Yaw Damper', if you dare. Hands and feet off - the aeroplane will start to swing her tail. Then one wing up followed by down again with ever increasing magnitude. Pass the sick-bag. There are two ways to regain control:

1. Try to nail it with aileron (never rudder!) As a wing comes up through level, stab it with a firm down-aileron application. Should do the trick.
2. Switch the damn yaw damper on again quick...

While standing at the back, your rookie second officer has seen outer engine oil pressure lights winking as the oil pumps gulp air during this demonstration. Not fair to engines (that was on a Pratt & Whitney JT3D powered example - Conways, for some reason did not have these lights).

Training exercise # three concerns potential problems with the east-west axis. Jammed / runaway electrically actuated stabiliser and the various ways to cope with extreme out-of-trim situations.

Repeat these exercises with the other two trainees. After another hour or so:

'Right you guys - finished with the sick-bags now - let's go and bash the circuit back at PIK'.

'Oh all right Captain but on the way down, can we cover the 'Fuel Dumping Procedure' demonstration while we are still over the water?

'OK - I'll slow down a bit'. All three trainees crowd around me at the engineer's panel, keen to watch as our variant of the DH106 had not been equipped with fuel dumping facilities.

Out with the Boeing checklist:

1. Retract flaps before dumping or damage will occur.
2. Work out carefully how much you need to jettison.
3. Select chutes down, wait for amber light.
4. Select 'Dump' switches on.

When jettisoning complete:

1. Select 'Dump' switches off.
2. Select chutes up, lights out

Simple.

Big mistake. This was a very good day for our fuel supplier. Not for our company. Nor was it my finest hour. The lights failed to extinguish and dumping continued. All four of us spoke to it sharply but to no avail. Right down to the 'stack-pipes', leaving us with just enough for a quick circuit and landing. Freddie, understandably was somewhat unimpressed - his only comment was short and not polite.

Joining downwind right hand for 13, we were asked to extend as we were number two in traffic. Freddie replied to the effect that we were not to be delayed too much or there would be a big splash in the sea near Troon.

'OK - Fox Oscar, make it tight - you are number one, break break, Empress XXX reduce to minimum approach speed, you are now number two to a 707 turning right base. Confirm visual contact'.

Freddie, an ex-fighter ace, proceeded to 'make it tight'. With a vengeance. We arrived at the threshold pointing the right way but a bit 'hot and high' - never a good way of flying a 707. Fox Oscar, at a very light weight, floated beautifully. And then floated some more - well past the control tower before making contact with the hard Scottish concrete.

Up speed-brake, full reverse, standing on the wheel-brakes - we stopped just in time. Three things then happened almost simultaneously:

1. Freddie said something un-printable.
2. A fully loaded drinks trolley decided to escape from the rear galley. It careered forward all the way to the flight deck. Bouncing off the back of the flight engineer's seat it tipped over, scattering a deluge of little cans of Schweppes tonic water and bitter lemons everywhere.
3. With a deafening roar, an a Trans Canada Airlines DC8 thundered low overhead, retracting wheels and flaps as it 'went around'.

What a day. Oh deary, deary me!

Dates for your diary...

Sunday 5th March - Spot Landing Competition

Thursday 9th March - Helping Wings presentation

Friday 7th April - Wine Tasting with Flo Aranda / Randalls

Saturday 22nd April - Helping Wings day for Young Adults

Saturday 7th October - Helping Wings day for Young Children

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@jerseyacroclub.com

News from...



We are having a presentation evening at the club on Thursday 9th March at 6.15pm.

If you would like to learn more about what we do or if you feel you know someone who could benefit, please join us for a chat and a glass of wine.

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

In honour of our new Governor who has an RAF past with the Jaguar ,my selection is Jaguars and others at Jersey International Air Display.



XZ595 Westland Seaking HAR3

11/09/2003

XX846 SEPECAT Jaguar T4

10/09/2003





ZG479 Bae Harrier GR9A

08/09/2004



XX766 SEPECAT Jaguar GR3A

10/09/2003



XZ112 SEPECAT Jaguar GR3A

15/09/2005



WK163 G-BVWC E.E. Canberra B2.6

10/09/2003



ZD895 Panavia Tornado GR4

09/09/2004

and finally...

A reminder that the 2017 subscriptions are now due. This entitles you to a 10% member's discount on food and drink at the club on presentation of your current membership card

Any budding pilots out there wishing to get involved in the Operations department? With the summer hours looming over us, we have decided that an additional person is required to man the desk.

If you are interested, please contact Lois in the first instance on 743990

I have no more stories in stock...so, please let me have yours as well as anything you want to publish by email at evelinehawkin@gmail.com sending pictures separately if possible. Thank you.

See you at the club,

Eveline