



Welcome to the
JERSEY AERO CLUB

July 2017 Newsletter

Latest news from the committee...

The committee has some ongoing projects which they are working on with the airport authorities. Hopefully, once agreed and launched, they will be a good addition to the club's finances. Watch this space!

- The extension works are nearly completed and we have received planning permission for the outside steps which will give direct access to the flying desk to all pilots and their passengers. Once this is completed, Chris Brook will prepare a full report of the works and expenses and this will be sent to the membership.
- At the last committee meeting operating hours were discussed. The operations desk is opened 7 days a week from 07:00 to 19:30. However, as before, those hours, whether for flying training or solo flying, can be extended to 21:30 on request. A simple call to the desk on 743990 will ensure that you can enjoy those long summer's evening and get some flying in!
- The bar hours have been extended on Friday and Saturday nights by one hour. So, they are as follows - Monday, Wednesday, Thursday and Sunday 09:30 to 18:00. Friday and Saturday 09:30 to 19:00. We are still closed on Tuesdays and this is to allow Fatima a day off.
- Following a very successful BBQ organised by Sandra recently, we decided to hold another on on the August club night - Friday 4th August. Cost will be £12.50 to include a welcome drink. All welcome and do bring your family and friends along! To help with the catering, let the desk know on 743990 in advance if you intend to join us.
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- Car park...still a contentious issue. There are still a number of cars/vans left (abandoned?) and we kindly request that they be removed.
- AND...some cars are being left in the club's car park when people are flying away from the airport. Unfortunately, we are now acquiring unwanted Ports of Jersey trolleys! Please, do have the courtesy to at least return them and not abandon them in the club's car park for someone else to return them on your behalf - Thank you!

Social News...

Around 40 members and their guests enjoyed the BBQ held at the club to celebrate the beginning of the summer! Thanks to the desk for organising the event, to Chef Sandra for all her hard work and to Maura who yet again showed her club spirit and was hands on during the evening.

We had two visitors from Guernsey. Paul and Lyn Hancock. Paul who was winner of the 2017 Spot Landing Competition, collected his trophy on the night.

Paul with his wife and first officer Lyn



Another fun BBQ recently. This time in Cherbourg. Despite the weather playing its usual tricks, 50 pilots and their passengers made it! Thanks to Edith, Luc and their team for their usual wonderful welcome!

Another one is planned for August 26th.

To help with planning, let me know on my usual email if you intend to go.



Part of the Jersey contingent.



Birthday girls!

News from the flying desk...by Lois Chaopradith

Congratulations to Mark Tucker who on June 5th successfully regained his PPL and to Martyn Baudains of Guernsey for passing his skills test on June 14th.

Hope you both have lots of fun flying!



Just in case some of you missed the June newsletter...Mike Rosser has now retired but we have a new AME - Dr James Mair.

News from AOPA...from Richard Hawkin



EASA AWARDS JERSEY ANSP

Following a range of intensive safety, quality and training audits, Jersey's Air Traffic Services have achieved certification of its services as an Air Navigation Services Provider (ANSP) by the European Aviation Safety Agency (EASA). Jersey is the first airport directly certified by EASA allowing Ports of Jersey to offer its services elsewhere in Europe. On behalf of Ports of Jersey, Airport Director, Stephen Driscoll, says, "This is a significant achievement for Ports of Jersey and is testament to the capabilities of our Air Traffic Services team that we meet the strict aviation standards needed to operate safely. A great deal of work is required to achieve this certification, including essential regulatory approval of various processes, equipment, training and manuals, etc. As a result of this certification we are now actively pursuing new opportunities with other European jurisdictions to utilise our services and technical capabilities".

Your story this month... A Cessna 421 flight from the past...by Mike Le Galle.

My first flight in the Cessna 421 started with a phone call. The club chairman had given my name to the aircraft owner and he phoned me one afternoon from the USA.

His aircraft which was based in Jersey and Liverpool was sort of impounded by his personal pilot at Liverpool Speke. There was a problem - he was refusing to fly the aircraft and had resigned from the job. For some reason, he had left the 421 locked outside their company "hut" alongside hangar 1 at Speke, and left the keys and documents somewhere inside the locked hut - his way of stopping the aircraft from flying.



**1980 Turbo prop airframe
Cessna 421.**

The owner said that I was recommended to go up and fly it back to Jersey. Well, when you're 25 and a keen club instructor, of course I would say yes! "When do you want me to go?" I asked. I should have known - "tomorrow morning please". "OK, no problem" I said, and that was that.

I don't remember him asking if I had flown the 421 before. I hadn't, but had flown the Cessna 310, so my thoughts were that it cannot be that different, (wrong thinking as it turned out).

The following morning I had arranged to fly with one of the club members in his Piper Comanche up to Leeds, drop him off and position the Comanche back to Jersey. So after a few phone calls, it was agreed that I could stop at Liverpool on the positioning flight back to Jersey and I arranged with Ken, one of the more experienced club pilots, to come up to Leeds, and then fly the Comanche back to Jersey after dropping me in Liverpool.

All went well the next morning and we arrived in Liverpool. As we taxied in, I spotted a Cessna 421 parked alongside the famous Liverpool hangar 1. ATC allowed us to stop near it and with Ken leaving me to sort his landing fee and Gen Dec, he departed for Jersey.

Walking up to the Cessna which was parked in front of a tired looking 6x4 wooden shed, it all looked good. I then remembered that the owner had said both were locked. When trying both aircraft and shed doors, they both opened, that was a bonus!

Walking around the 421 it looked as if it had just been left - no pitot covers, control locks and no chocks. As I walked around a fuel bowser pulled up. "do you want fuel mate?" the driver asked. "Well yes please and full tanks would be good". "How do want paying" I asked. The driver looked a bit confused but replied "is the usual company account OK?" "Of course yes" was my reply, "I thought this was going to be difficult but so far everyone is helping me".



Cessna-421 Golden Eagle

Private air taxi cockpit.

The aircraft looked good to go so I started walking across to the terminal to sort the Comanche landing fees and file a flight plan for the 421 to Jersey. I must admit to being cautious as I had visions of the ex-company pilot trying to stop me departing, but looking over my shoulder all seemed quiet. Paperwork went smoothly and having recently passed my Instrument Rating, I was keen to use it so filed IFR to Jersey.

On returning to the 421 I thought it best to get away as soon as possible so looked around the shed. I soon found the logbooks but no keys. These were only needed to lock the doors and engine lockers and as they were all unlocked, I decided to go and sort that later. Fortunately I had brought with me a few Aerad nav charts and Liverpool SID plates which was just as well as the full set of charts was nowhere to be seen. Time to go, so out to the aircraft. Just as I was shutting the aircraft door I heard a phone ringing inside the hut. "do I answer it?" - best to I guess. It was the owner's wife. "Hoping I would catch you" she said, "George has just phoned. He is arriving in London in about two hours, can you stop of at Heathrow and bring him back to Jersey tonight?".

The old aviation saying “the hardest word to say is no” was never truer than then. Considering the aircraft was not familiar to me and that it would have been dark by the time of arriving into Heathrow, that I had no Aerad charts for Heathrow, my answer was - “ I’m really sorry but I cannot do that tonight, it’s OK for me to bring the aircraft to Jersey but not to stop at Heathrow”.



Mike and Ken preparing to leave Jersey for Heathrow

Let’s get going now before that aggrieved ex pilot turns up. Powering up the aircraft the battery seemed a little low voltage but all I needed was to start one engine then the alternators would start charging. Starting the starboard engine first it only just turned over, but again that evening luck was on my side as it started. Radio master on, the aircraft only had VOR and ADF navigation, no GPS, taxi clearance received and taxi out to the runway.



As I taxied out another little problem appeared, both VOR nav boxes worked and indented but I just could not see how to connect the course bar on any HSI to any VOR, the ADF worked fine, but no VOR display. "Well I'm just going to go anyway as most times as soon as your airborne ATC give you headings even on a SID".

So off we go, acceleration and climb rate was definitely not like a Cessna 310, it surged into the air, I needed all the instructors experience of teaching ADF tracking as ATC said nothing that night, no headings, just follow the SID using the ADF only.

ATC transfer to London eased the work load as they gave a heading which tracked me though the London area, passing Heathrow and onto Southampton. Indeed I was relieved I hadn't agreed to land at Heathrow. Arrival into Jersey was uneventful apart from my first Cessna 421 landing being at night with 20kts across, but that wide 421 gear kept me straight after landing.

The following day I flew up to Heathrow to collect the owner and bring him home to Jersey. I followed this with 12 months flying the 421 for the owner in Jersey, and I grew to love the aircraft, often said to be the best large Cessna twin engine piston aircraft.

DATES FOR YOUR DIARY...

Postponed

Exhibition - Jersey Airport of Yesteryear

Friday 4th August

Club night - BBQ from 18:00 - £12.50 per pers.
with welcome drink.

Saturday 26th August

Lunchtime BBQ Cherbourg

For sale and wanted items... If you have anything for sale which you would like

To be advertised, please let me have the details on evelinehawkin@gmail.com

Happy to fly/want to go... Going away with some spare seats ? Hoping to get a lift somewhere? Let us know on info@jerseyaeroclub.com and we'll put it on the board at the club.

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

A couple of Helicopters and some interesting GA including the Royal Jordanian Air Force Air Tractor AT802 on a ferry flight to the USA.



HB-YND Stoddard-Hamilton GS-1
Glastar on 21 June 2017



G-EFSD Aeropro Eurofox 912S
on 07 June 2017



ZH901 Boeing Vertol CH47D
Chinook HC5 on 29 June 2017



**G-TOUR Robin R2112 Alpha
on 20 June 2017**



**G-EEZR Robinson R44 Raven II
on 20 June 2017**



**RJ2551 Air Tractor AT802
on 24 June 2017**

This month's mystery airfield....?



June's airfield was Sant'Iluminato in Umbria. (Italy). www.santilluminato.com. It looks like a great place to fly to and stay.

No right answers this time I'm afraid....so, I'll drink the wine myself!

and finally...

Congratulations to club member and Jersey's chief probation officer Brian Heath who received an MBE on this year's Queen's birthday honours list for services to the Jersey Probation and Aftercare Service



And, as usual, if you have anything you would like published, including the answer to the picture above, please sent it to my email - evelinehawkin@gmail.com.

Eveline